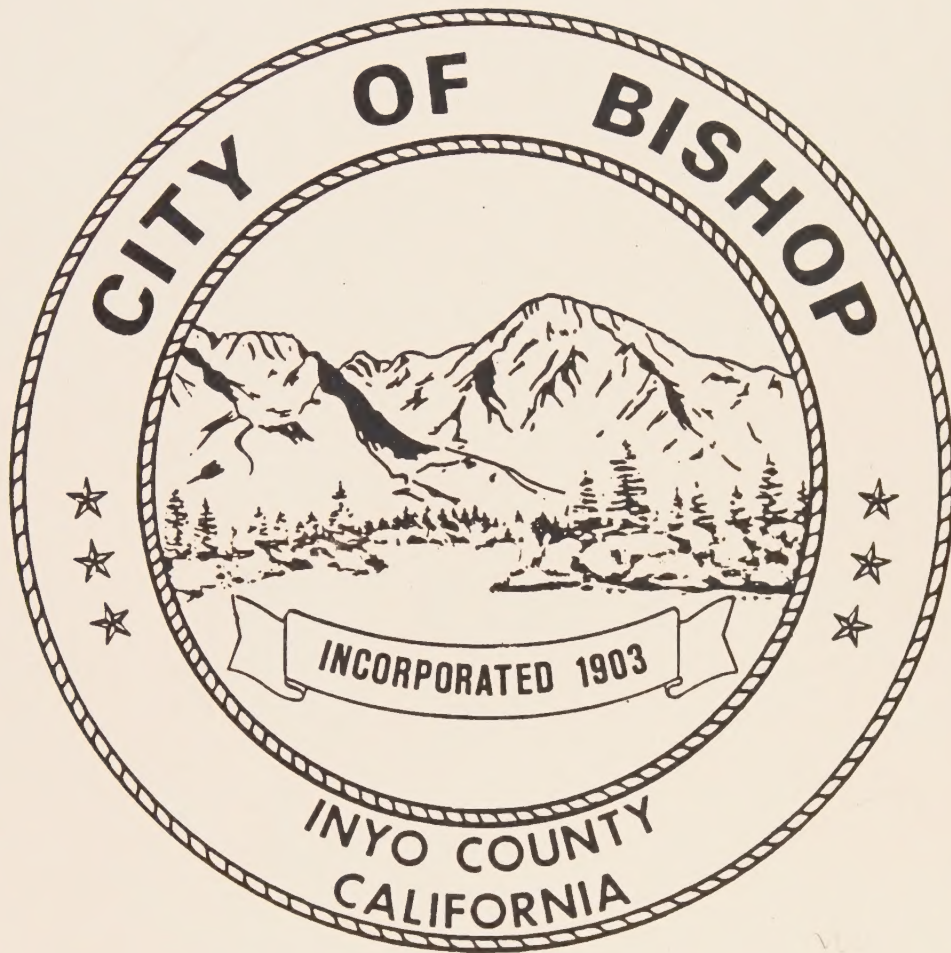


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GENERAL PLAN

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General Plan for **THE CITY OF BISHOP**

Prepared for:


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November 8, 1993



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General Plan for
THE CITY OF BISHOP

C O N T E N T S

<u>Chapter</u>	<u>Page</u>
INTRODUCTION	1-1
ECONOMIC DEVELOPMENT	2-1
LAND USE	3-1
HOUSING	4-1
CIRCULATION	5-1
NOISE	6-1
PUBLIC SERVICES/FACILITIES	7-1
PARKS/RECREATION	8-1
CONSERVATION/OPEN SPACE	9-1
SAFETY	10-1

Chapter One
INTRODUCTION

General Plan for The City of Bishop
Chapter One - Introduction

Table of Contents

<u>Section</u>	<u>Page</u>
I. VISION STATEMENT	3

General Plan for the City of Bishop
Chapter One - Introduction

Table of Contents - Continued

List of Figures

<u>Figure</u>		<u>Page</u>
1-1	Regional Location Map	2

List of Tables

<u>Table</u>		<u>Page</u>
--------------	--	-------------

INTRODUCTION

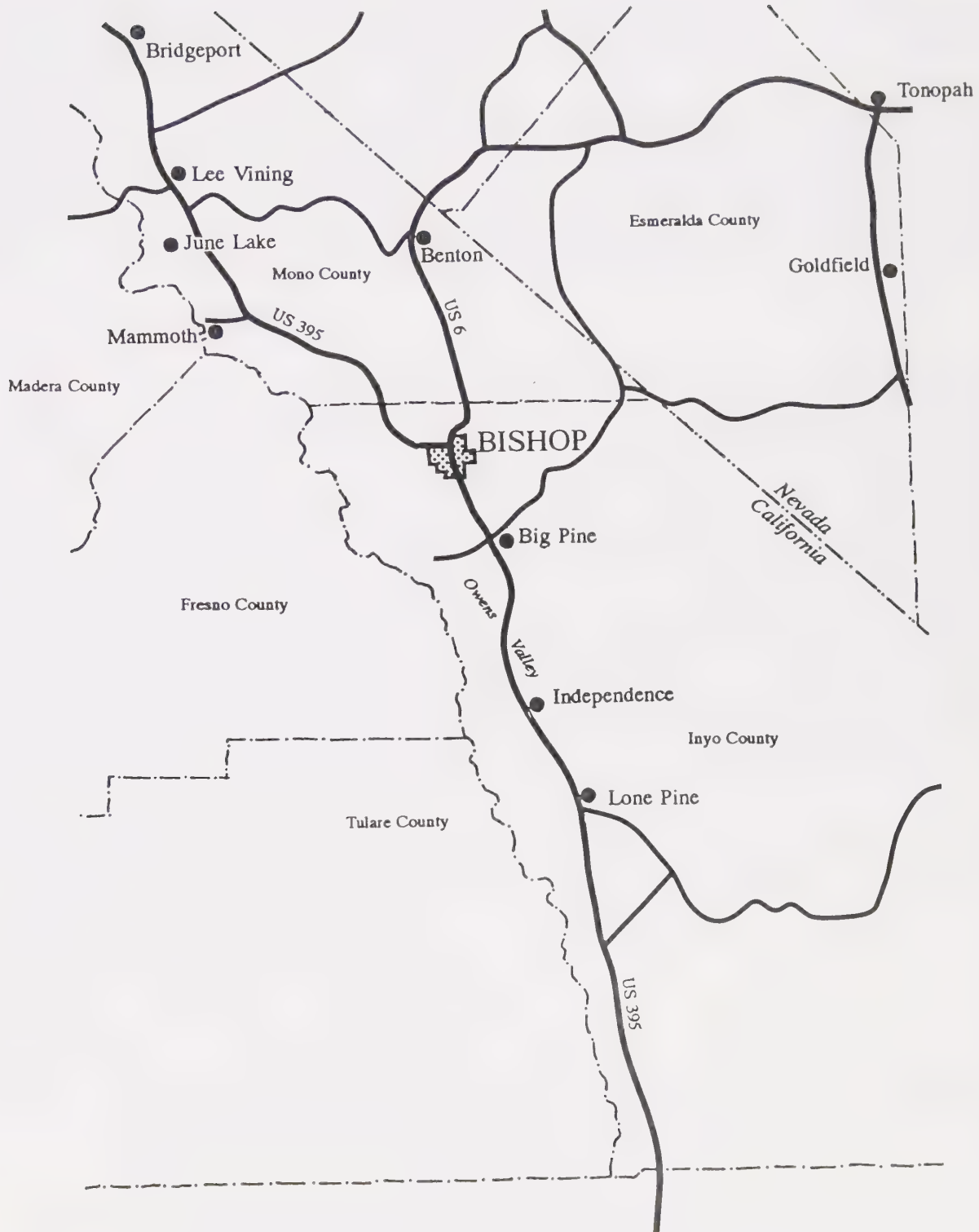
This General Plan Update has been prepared pursuant to California Government Code Section 65300 et seq. which requires all general purpose local governments to prepare and adopt a general plan. The General Plan contains eight basic components, which are referred to as "elements" and are categorized into the following issue areas:

- LAND USE ELEMENT
- HOUSING ELEMENT
- CIRCULATION ELEMENT
- CONSERVATION/OPEN SPACE ELEMENT
- PARKS AND RECREATION ELEMENT
- NOISE ELEMENT
- SAFETY ELEMENT
- PUBLIC FACILITIES ELEMENT

These elements are intended to provide the basic framework for the General Plan Update. In addition to these elements, the City of Bishop has identified the need to add an **Economic Development Element**, which will be utilized to provide the basic framework for strategies and actions necessary to stimulate the local economy and strengthen the tax base. This element focuses on particular objectives that have been identified by the City Staff and the General Plan Steering Committee.

This General Plan Update does not alter existing land use patterns. Rather, it identifies programs, policies, and actions that the City can be implemented to achieve the goals established in the previous General Plan and the 1984 Amendment. Minor adjustments have been made to update data throughout the document and much information has been eliminated due to irrelevance. It is intended to be a comprehensive document, incorporating the data needed by the City to make appropriate decisions regarding zoning, development processing, and implementation of capital improvements.

Unlike the previous General Plan for Bishop, this update will concentrate on the current City area, and will provide strategies for potential development of existing annexed land within the City. Identification of major issues that affect the current City area and goals, strategies and actions that can be implemented to create the desired community improvements will be presented in this document. Each element of the General Plan will discuss the existing situation related to that particular component and identify the primary issues that need to be addressed. Basic goals and objectives for each issue will provide the basis



for establishing programs, strategies and actions that will be required to accomplish the City's overall objectives. Each element will focus on the key current issues relating to economic development and Bishop's community character.

This General Plan is intended to become a more usable/readable document that the City can use to help guide development and establish essential planning programs. Many components of the document will offer implementation actions that can be accomplished throughout the 20 year planning horizon. Although the document is comprehensive in scope, containing all required elements, it is essentially a **streamlined general plan**, focusing on the essential information that the City needs in order to respond to current and emerging issues in the most cost effective way possible.

I. VISION STATEMENT

"The City of Bishop is composed of the people who reside here, their homes, places of employment, community institutions and places to spend their leisure time. The Bishop area is blessed with many important natural resources and assets worthy of protection, including the unpolluted waters of the Owens River, Bishop Creek, and various canals; the relatively clear and unpolluted air; abundant trees; productive soils and magnificent views of the Sierra Nevada and White Mountains. Together, these things make Bishop one of the most unique and desirable communities in California. Through time, the people, uses of land and the environment have evolved a harmonious relationship, giving the community its present pattern and form. Maintenance of a harmonious relationship between the people, use of land and environment, while accommodating change, is a goal of the Bishop General Plan. Future growth is to be accommodated by development of vacant land areas, modest expansion of the developed area of the City, and an emphasis on strategically important revitalization while maintaining the general pattern of activities and land uses. The City of Bishop should remain the primary commercial, service, and employment center of the area and region. As such, the City expects to continue as a quality living environment for its attractiveness to the vacationing public as well." (Updated from the 1984 General Plan Amendment.)

The above Vision Statement has been adapted from the preceding General Plan and is relevant for this update as well. It is the intent of this General Plan Update to maintain the overriding vision by addressing critical City issues. These issues are related to achieving a satisfactory level of economic prosperity and to expand the market potential of the City.

Key Issues of Concern to the City of Bishop

The key issues that dominate this update of the General Plan are:

- **Maintaining the rural integrity of Bishop** — It is essential that the overall integrity of the City of Bishop is maintained throughout the planning period while accommodating new economic opportunities. A delicate balance must be achieved between growth and the quality of life.
- **Stimulating and capitalizing on the tourist/recreation/convention industry recognizing the natural environment as the greatest asset the City has to offer** — The preservation and enhancement of the natural environment remains a high priority and the General Plan will identify key tourist/recreational activities that can be employed to diversify the industry. In addition, emphasis will be placed on providing a multi-purpose Community Center.

- **Maintaining the character and enhancing the economic strength of the downtown commercial corridor is critical** — Circulation in Bishop is centered around U.S. 395, which is the major business corridor of the City. As traffic volumes increase, it is essential to plan for solutions to increasing congestion. A Corridor Study is proposed to be prepared in order to assure the long term success of the downtown core.
- **The City needs to provide for the State mandated housing programs and help initiate new and/or revitalized housing opportunities** — The City needs to provide additional housing opportunities, with an emphasis on "affordable" housing. Cooperation with the LADWP is essential for the development of land within Bishop, as much of the land in the City is owned by the agency.
- **The City needs to create new jobs and increase the opportunity for industrial/institutional development. Educational opportunities are seen as a high priority** — Diversification of the local economy is essential to assure the long term stability of the economic climate in Bishop and the area. Many educational opportunities in which the local environment lends unique opportunities may be incorporated into the City, including geology, soils, recreation, archeology, etc.
- **The City needs to establish a comprehensive funding mechanism for capital improvements and city-wide revitalization** — The City Redevelopment Agency could provide for an additional mechanism for implementation of needed facilities and public improvement projects, as well as funding for needed physical cosmetic improvements (streetscapes, architectural, etc.) if a Redevelopment Plan and Project Area are developed and implemented.

Each element of the General Plan will focus on these overriding concerns and identify specific programs, strategies, and actions that may be employed to assure the realization of these goals.

Chapter Two

ECONOMIC DEVELOPMENT

General Plan for the City of Bishop
Chapter Two - Economic Development

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
II. OPPORTUNITIES & CONSTRAINTS FOR ECONOMIC DEVELOPMENT	1
A. Economic Opportunities	1
1. Enhancing Retail Sales	1
2. Increasing Lodging Facilities	2
3. Increasing Community College Facilities	2
4. Enhancing Tourism, Conference and Meeting Activities	2
5. Increased Utilization of Bishop Airport	3
6. Increased Supply of Developable Land	3
B. Economic Constraints	3
1. Lack of Available Land	3
2. Lack of Affordable Housing	3
3. Lack of Financing	4
4. Lack of Appropriate and Adequate Facilities	4
5. Lack of Lodging for Expanded Tourism	4
6. Lack of Outside Promotion	4
C. Economic Issues	4
1. Short-Range versus Long-Range Economic Strategy	4
2. Increase the Supply of Developable Land	4
3. Increase Tourism	5
4. Improve Community Facilities	5
5. Promotional Activities	5
6. Industrial Development	5
7. Financing	5
III. ECONOMIC DATA AND ANALYSIS	6
A. Taxable Retail Sales in Bishop	6
B. Locally Generated Taxable Retail Sales	7
C. Seasonal Variation in Taxable Retail Sales	7
D. Summary of Retail Findings	8
1. Employment Trends 1983 - 1989	8
IV. GOALS, STRATEGIES & ACTIONS	14

General Plan for The City of Bishop
Chapter Two - Economic Development

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
---------------	-------------

List of Tables

<u>Table</u>	<u>Page</u>
2-1 Taxable Retail Sales in the City of Bishop (Thousands of 1990 Dollars)	6
2-2 Estimation of Locally Generated Retail Sales	7
2-3 Seasonal Variation in Taxable Retail Sales	8
2-4 Employment Trends - Inyo and Mono Counties 1983-1989	9
2-5 Employment Trends - Inyo County 1983-1989	10
2-6 Employment Trends for Bishop and Adjacent Areas (Zip Code 93514) 1983- 1989	11
2-7 Summary of Employment Trends Inyo and Mono Counties versus Bishop 1983- 1989	12
2-8 Population by Age in Inyo County	12
2-9 Population, Housing and Average Household Size	12
2-10 Ethnicity of Inyo County Residents (Percentage)	13
2-11 Ethnicity of Inyo County Residents	13
2-12 Population Density of Inyo County	13

ECONOMIC DEVELOPMENT

I. INTRODUCTION

The Economic Development Element of the Bishop General Plan identifies economic issues and provides essential economic information for the City of Bishop and the Greater Bishop Area. The purpose of this analysis is to help identify major areas of economic concern by addressing the following topics:

- Economic Opportunities and Constraints
- Economic Issues
- Economic Data and Analysis

Economic opportunities in the City of Bishop include enhancement of retail sales and expansion of the tourism industry. Constraints include lack of housing, lack of readily developable land, and lack of financing and adequate facilities to serve the Bishop area.

Economic issues discussed address the short range and long range opportunities and constraints. This raises questions regarding the key economic issues.

The economic data and analysis section includes background information for the Bishop area and Bishop's share of economic growth within Inyo and Mono counties. Data includes information on retail sales, employment trends from 1983 to 1989, and 1990 Census data.

II. OPPORTUNITIES & CONSTRAINTS FOR ECONOMIC DEVELOPMENT

A. Economic Opportunities

1. Enhancing Retail Sales

The City is currently facilitating the development of a factory outlet mall of about 150,000 square feet in the northeast part of the City along Highway 395. The outlet mall will include an adjacent shopping center of about 21,000 square feet. The Agency will transfer the land from the Los Angeles Department of Water and power (DWP) to the developer through a double escrow.

The development of the outlet mall and adjacent retail center may provide a nucleus for development of other adjacent activities, including commercial recreation or lodging activities.

2. Increasing Lodging Facilities

Currently, three lodging projects are in the planning or permitting stage:

Days Inn	34 units
Comfort Inn	124 units (has permit for 60 units)
Super 8	65 units
Super 8	<u>-34 units</u> (tear down existing units)
Total	189 units

These above lodging developments will provide generally smaller rooms of medium quality.

3. Increasing Community College Facilities

Currently, Cerro Coso Community College is in the Bishop area with about 200 students. Another community college, which is in the planning stage, may annex to Cerro Coso.

4. Enhancing Tourism, Conference and Meeting Activities

There is an untapped market for small and medium sized tourist, business, and professional meetings, as discussed below.

Association Meetings — There are a number of Southern California Associations which hold annual business-pleasure meetings at resort and recreation areas. The following is a brief sampling:

- Association of General Contractors
Annual meeting of 50-60 people
No vendors; audio-video presentations
- Southern California Rock Products Association
Annual conference of 200 people
No vendors; audio-visual presentations
- Los Angeles Trial Lawyers Associations
Summer Meeting: 300 people
20 table top vendors; audio-visual presentations
- Business Industry Trade Council of Southern California
Four meetings annually, each of 200 people (attorneys, bankers, etc.)
15-20 table top vendors; audio-visual presentations
- California Broadcasters Association
Annual meeting of 200-300 people
12-20 table top vendors; audio-visual presentation

Small Business Conferences — Small business conferences, with participants of 100 and under, represent additional opportunities for increasing visitors to Bishop. The target companies for these conferences include those with large managerial sales staff:

- Soft drink, beer, wine and liquor distributors
- Insurance, real estate
- Computers and vending concerns
- Stockbrokers, banks and savings and loans

These groups would need meeting facilities, audio-visual equipment, and planned recreational activities.

Year-Round Visitor Traffic — Recreation Vehicle (RV) clubs have monthly rallies, usually including between 50 and 200 vehicles, with an average of 2.35 people per RV. Businesses benefiting would be general merchandising, sporting goods, grocery and convenience stores, restaurants, gas stations, and entertainment (movies, bowling, etc.). Local inducement for such events can include a welcome pancake breakfast, square dance, guided fishing, hiking and horseback activities.

One-day events, such as, "A Taste of Bishop," could feature food sampling and beverages supplied by local restaurants, with proceeds benefitting local charities.

5. Increased Utilization of Bishop Airport

The general aviation Bishop Airport, which is operated by Inyo County, currently offers two commercial flights per day. These flight area operated by Alpha Air, using 19 passenger Beechcraft 1990 planes. Charter flights make occasional use of the airport. The airport's longest runway is 7,500 feet, sufficient to accommodate Boeing 737 jets. Increased charter and commercial flights would be accommodated as tourism and convention and conference activities are expanded.

6. Increased Supply of Developable Land

There is a need to work with the Los Angeles DWP to establish a long range plan for releasing land for housing and economic growth. The General Plan will be a key guiding document and process in achieving this land release policy.

B. Economic Constraints

1. Lack of Available Land

The ownership and slow release of land by the DWP is a major constraint on the implementation of economic development plans.

2. Lack of Affordable Housing

The current shortage of adequate affordable housing, and the land constraint on the development of housing will slow economic growth.

3. Lack of Financing

Bishop presently does not have tax increment financing powers, not having established a Redevelopment Plan and Project Area for Bishop's redevelopment agency which could use certificates of participation for debt financing. These certificate are secured by a pledge of City general fund revenues. If projects such as the factory outlet mall increase the City's general fund surpluses, financing options may be increased. The formation of a Redevelopment Plan and Project Area may provide an additional substantial funding source.

4. Lack of Appropriate and Adequate Facilities

The City lacks a modern community meeting facility to host local groups and conference and tourist activities. facilities currently in use include the Elks and Masonic Lodges, the fairgrounds and the golf course clubhouse. The City of Ridgecrest opened a facility in December 1989 which may serve as a model for Bishop. The Ridgecrest facility is a multipurpose center with a gymnasium floor and banquet hall. When converted into one large room, this facility can seat up to 1,000 people. The facility can also be broken up into four smaller meeting rooms. There are ancillary rooms for meetings, day care, exercise and racquetball. The Ridgecrest facility is currently used by local community and school groups.

5. Lack of Lodging for Expanded Tourism

According to the Bishop Chamber of Commerce, the Greater Bishop Area has about 1,000 motel rooms, 2,000 recreation vehicle (RV) spaces, and the potential for parking about 1,200 additional Rvs at the fairgrounds. If conference and convention tourism is to be attracted to Bishop, higher quality lodging facilities will need to be provided. Of 771 lodging rooms listed by the Chamber of Commerce as of October 1991, some 553, or about 68 percent had a AAA rating.

6. Lack of Outside Promotion

The Chamber of Commerce provides extensive promotional materials within Bishop, but provides limited promotion outside the Greater Bishop Area. Several years ago there was an attempt by the Chamber at outside promotion with a limited budget of \$7,000, but this program could not be sustained with this budget.

C. Economic Issues

1. Short-Range versus Long-Range Economic Strategy

While the long range plan is being implemented, continue to pursue short range actions than will enhance retail sales, lodging and tourism.

2. Increase the Supply of Developable Land

The City should work with DWP to develop a long range plan for releasing land to housing and economic development.

3. Increase Tourism

There is a need to identify the level of desired increases in tourism, and the types of groups which should be sought.

4. Improve Community Facilities

As tourism expands, the required mix and quantity of lodging facilities will change. Expansion of RV facilities is a related issue.

5. Promotional Activities

Currently, Bishop conducts very little outside promotion. If increased tourism is sought, the Chamber of Commerce might be the appropriate organization to provide this service. This promotion would require increased funding for part time staffing and promotional materials.

6. Industrial Development

Should the City desire to promote industrial development, prospective industries will require a skilled labor force and available housing. Currently, the demand for light manufacturing has been limited, although some land is available for industrial expansion.

7. Financing

Limited financial resources are available for economic development. Currently, the City's general fund is the main financing source. A comprehensive financing strategy, the General Plan, and an economic development plan should be more closely integrated.

III. ECONOMIC DATA AND ANALYSIS

A. Taxable Retail Sales in Bishop

Table 2-1 shows taxable retail sales by quarter for the City of Bishop for 1990. Sales are shown by retail category, based upon California State Board of Equalization data. Total taxable sales in Bishop for 1990 amounted to \$94.48 million. The greatest share of these retail sales, at 19.5 percent of the total, was generated by auto dealers and auto supplies stores. Service stations generated the next largest share, at 18.1 percent. General merchandise stores and eating and drinking places each generated about 15 percent of the total.

Table 2-1 Taxable Retail Sales in the City of Bishop (Thousands of 1990 Dollars)						
Retail Category	First Quarter 1990	Second Quarter 1990	Third Quarter 1990	Fourth Quarter 1990	Total Year 1990	Percent of All Retail Sales
Apparel Stores	415	530	528	557	2,030	2.1
General Merchandise	2,759	3,542	3,648	4,738	14,687	15.5
Drug Stores/1 Food Stores						0.0
Packaged Liquor Stores	859	1,095	1,576	1,121	4,651	4.9
Eating and Drinking Places	335	389	399		1,123	1.2
Home Furnishings/Appliances	332	352	381	162	1,227	1.3
Bldg. Materials/Farm Implements	2,006	3,027	3,200	2,275	10,508	11.1
Auto Dealers and Auto Supplies	4,435	4,901	4,659	4,406	18,401	19.5
Service Stations	3,620	4,471	5,877	3,178	17,146	18.1
Other Retail Stores	1,891	2,884	2,455	2,702	9,932	10.5
Total	\$19,881	\$25,334	\$27,031	\$22,230	\$94,476	100.00
Percent of Total by Quarter	21.0	26.8	28.6	23.5	100.0	
Source: Stanley R. Hoffman Associates, Inc. California State Board of Equalization, Taxable Sales in California, 1990						
Note: 1. Taxable sales not reported because of confidentiality; taxable sales from drug stores reported under "Other Retail Stores" category.						

B. Locally Generated Taxable Retail Sales

Retail sales in Bishop amount to about \$25,400 per capita, compared to the statewide average of about \$6,100 per capita. This high per capita figure reflects the fact that a large portion of retail sales in Bishop are generated by drive-through and tourist demand and from people living outside the City. Table 2-2 presents an estimate of the share of total taxable retail sales that was generated by residents of Bishop, column 1, and the Greater Bishop Area, column 2. As shown, the 1,779 households in Bishop are estimated to generate about \$13.786 million in taxable retail sales, about 14.6 percent of total taxable retail sales. The 4,560 households in the Greater Bishop Area are estimated to generate about \$35.337 million in taxable retail sales, or about 37.4 percent of total taxable retail sales.

Table 2-2 Estimation of Locally Generated Retail Sales		
	Retail Trade Area	
	City of Bishop	Greater Bishop Area
Number of Households	1,779	4,560
Estimated Average Household Income (1)	\$22,792	\$22,792
Aggregate Household Income (\$1,000s)	\$40,547	\$103,932
Estimated Expenditure-Taxable Retail Sales @ 34% of Household Income	\$13,786	\$35,337
Actual Taxable Sales in Bishop, 1990	\$94,476	\$94,476
Percent of Total Taxable Retail Sales Generated From Local Households	14.6	37.4
Source: Stanley R. Hoffman Associates, Inc. The Planning Center		
Note: 1. Estimated average household income based on 1989 estimate of \$21,000 adjusted using the consumer price index, an increase of 8.5 percent.		

C. Seasonal Variation in Taxable Retail Sales

The percentage share of total annual taxable retail sales occurring in each quarter for the City of Bishop and for California is shown in Table 2-3. Retail sales in Bishop are highest during the second and third quarters, corresponding to the summer vacation months. The fourth quarter, traditionally a strong period for retailing, because of Christmas demand, shows a lower percentage for Bishop than the second and third quarters. For California as a whole, however, the fourth quarter has the greatest share of retail sales of all quarters. The high proportion of retail sales during the second and third quarters indicates increased sales to travelers passing through Bishop on Route 395 and increased destination tourism in Bishop during the summer months.

This pattern of increased sales during the summer months is particularly reflected in sales from service stations, for which 34.2 percent of the annual sales occur during the third quarter alone. Other retail types, such as eating and drinking places, and auto dealers and auto supplies show significant increases during second and third quarters. Sales in general merchandise, other retail stores, and apparel stores are highest in the fourth quarter, however, reflecting their connection to the Christmas season.

Table 2-3 Seasonal Variation in Taxable Retail Sales				
Share of Total Taxable Retail Sales				
Area	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
City of Bishop	21.0	26.8	28.6	23.5
California	23.1	24.9	25.2	26.8
Source: California State Board of Equalization, Taxable Sales in California, 1990.				

D. Summary of Retail Findings

The following points summarize the key findings about retail trade in Bishop:

- Bishop is capturing a significant amount of retail sales dollars from sources outside the City and the greater Bishop area.
- About 14.6 percent of all retail sales in Bishop are generated by the population living in the City of Bishop.
- About 37.4 percent of all retail sales in Bishop are generated by the population within the Greater Bishop Area.
- About 62.6 percent of all retail sales in Bishop are generated by population outside the Greater Bishop Area. These sales are generated primarily by drive-through traffic and destination tourism.
- Bishop's retail sales are highest during the period from April to September. These sales are linked to the tourism industry associated with the summer months.

1. Employment Trends 1983 - 1989

Inyo and Mono Counties

Table 2-4 shows the employment trends from 1983 to 1989 for Inyo and Mono Counties combined. Employment for the two counties in 1983 is estimated at 11,425 employees, increasing to an estimated 13,275 employees in 1989. This employment growth represents an increase of approximately 16.2 percent over the 6-year period, or an average annual growth rate of 2.5 percent. This rate is significantly below the statewide average annual growth rate of 3.8 percent.

The growth increment for Inyo and Mono Counties is estimated at 308 employees per year. The largest increases over the entire 1983-1989 period occurred in services (1,450 jobs), retail trade (500 jobs), and construction (250 jobs). Wholesale trade added 100 jobs, and all other industry division showed employment declines.

Table 2-4 Employment Trends Inyo and Mono Counties 1983-1989			
Industry Division	1983	1989	Change 1983-1989
Agriculture, forestry, fisheries	200	100	(100)
Mining and manufacturing	850	625	(225)
Construction	475	725	250
Transportation, communication, utilities	475	375	(100)
Wholesale trade	250	350	100
Retail trade	2,750	3,250	500
Finance, insurance, real estate	475	475	0
Services	2,875	4,325	1,450
Government	3,075	3,075	(25)
TOTAL	11,425	13,275	1,850
Source: Stanley R. Hoffman Associates, Inc. California Employment Development Dept., Annual Planning Information. Inyo and Mono Counties, August 1991.			

Inyo County

Table 2-5 presents the employment trends from the years 1983 to 1989 for the Inyo County. Total employment for the County in 1983 is estimated at 6,734 employees, increasing to an estimated 7,355 employees in 1989. This represents an increase in employment of approximately 9.2 percent over the 6-year period, or an average annual growth rate of 1.5 percent.

The growth increment for Inyo county is estimated at 104 employees per year. The largest percentage increases occurred in retail trade at 18.2 percent and government at 15.4 percent.

In 1989, Inyo county represented about 55 percent of the total employment of the two county area.

Table 2-6
Employment Trends for Bishop and
Adjacent Areas (Zip Code 93514) 1983-1989

Industry Division	1983	1989	Change 1983-1989
Agriculture, forestry, fisheries	109	112	3
Mining	153	176	23
Manufacturing	242	209	(33)
Subtotal Mining and Manufacturing	395	385	(10)
Construction	119	202	83
Transportation, communication, utilities	221	179	(42)
Wholesale trade	178	234	56
Retail trade	1,348	1,503	155
Finance, insurance, real estate	218	159	(59)
Services	897	1,145	248
Government	623	735	112
TOTAL	4,108	4,654	546
Source: Stanley R. Hoffman Associates, Inc. Market Statistics. Note: Adjacent area includes the following communities: Bishop Bishop Creek Chalfant Valley Laws Pine Creek Round Valley Rovana Small Meadows Tom's Place Wilerson Ranch			

Bishop Area as a Share of Inyo and Mono Counties

As presented in Table 2-7, Bishop's share of all employment in Inyo and Mono counties combined has dropped slightly from 36.0 percent in 1983 to 35.1 percent in 1989. When compared to Inyo county alone, Bishop's share of county employment has increased slightly from 61.0 percent in 1983 to 63.3 percent in 1989 of total Inyo County employment.

Table 2-7
Summary of Employment Trends
Inyo and Mono Counties versus Bishop 1983-1989

	1983	1989	Change 1983-1989	Percent Change 1983-1989
Inyo and Mono Counties	11,425	13,275	1,850	16.2%
Bishop (93514)	4,108	4,654	546	13.3
Bishop as percent of two county area	36.0	35.1	29.5	
Inyo County	6,734	7,355	621	9.2
Bishop (93514)	4,108	4,654	546	13.3
Bishop as percent of Inyo county	61.0	63.3	87.9	
Source: Stanley R. Hoffman Associates, Inc. California Employment Development Department, annual Planning Information. Inyo and Mono Counties, August 1991. Market Statistics.				

Table 2-8
Population by Age in Inyo County

Area Name	Under 18	Over 18	Total Population	Percent Under 18
Inyo County	4,437	13,844	18,281	24.27
City of Bishop	724	2,751	3,475	20.83
Dixon Ln.- Meadow Ck.	629	1,932	2,561	24.56
West Bishop	746	2,162	2,908	25.65
Bishop Reservation	505	903	1,408	32.79
Greater Bishop	2,604	7,748	10,352	25.15

Table 2-9
Population, Housing and Average Household Size

Area Name	Total Population	Number of Housing Units	Average Household Size
Inyo County	18,281	8,712	2.10
City of Bishop	3,475	1,779	1.95
Dixon Ln.-Meadow Ck.	2,561	1,141	2.24
West Bishop	2,908	1,133	2.57
Bishop Reservation	1,408	507	2.78
Greater Bishop	10,352	4,560	2.27
Source: Inyo County Planning Department. 1990 Census.			

Table 2-10
Ethnicity of Inyo County Residents (Percentage)

Area Name	White	Native American	Asian	Black	Hispanic	Total
Inyo County	83.6	10.0	1.0	0.4	8.4	18,281
City of Bishop	92.8	1.5	1.7	0.2	11.4	3,475
Dixon Ln.-Meadow Ck.	96.1	1.2	1.0	0.1	6.4	2,561
West Bishop	97.2	1.4	0.7	0.1	4.1	2,908
Bishop Reservation	30.8	66.4	0.4	0.0	13.4	1,408
Greater Bishop	86.4	10.2	1.0	0.1	8.4	10,352

Table 2-11
Ethnicity of Inyo County Residents

Area Name	White	Native American	Asian	Black	Hispanic	Total
Inyo County	15,777	1,826	178	79	1,536	18,281
City of Bishop	3,226	53	59	8	395	3,475
Dixon Ln.-Meadow Ck.	2,462	31	25	2	164	2,561
West Bishop	2,826	42	19	2	120	2,908
Bishop Reservation	433	935	5	0	188	1,408
Greater Bishop	8,947	1,061	108	12	867	10,352

Source: Inyo County Planning Department.
1990 Census.

Table 2-12
Population Density of Inyo County

Area Name	Total Population	Land Area (sq. mi.)	Population Density (Population/sq. mi.)
Inyo County	18,281	10,192.06	1.79
City of Bishop	3,475	1.75	1,984.58
Dixon Ln.-Meadow Ck.	2,561	8.74	332.80
West Bishop	2,908	1.36	1,036.82
Bishop Reservation	1,408	1.36	1,036.82
Greater Bishop	10,352	15.26	678.46

Source: Inyo County Planning Department.
1990 Census.

IV. GOALS, STRATEGIES & ACTIONS

The primary goal of the Economic Development Element is to provide the City with direction for stimulating the overall economic conditions and identify programs (actions) that will be necessary to achieve that end. As stated earlier, the primary issues that relate to the economic vitality of Bishop center around the recreation/tourist industry, housing opportunities, re-vitalization of the downtown commercial core, and expansion of the industrial/educational sector. This activity must provide a basis for future economic growth while assuring that the integrity of the community environment is left intact.

Primary Goal	To maintain and enhance the high quality of life for the City's residents by developing and sustaining a strong and diverse economic base.
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This goal can be achieved through the implementation of the goals, strategies, and actions contained below. These are the policy level programs which will help stimulate the local economy and provide for a stronger, more diverse economic base.

Goal 1	To capture a larger share of the tourist dollars that pass through the City.
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- | | |
|-------------------|--|
| Policy 1.1 | Expand and/or enhance the recreational opportunities that currently exist within the City and the surrounding region. |
| Policy 1.2 | Upgrade the quality and quantity of lodging facilities within the City. |
| Policy 1.3 | Encourage the development of recreational facilities and programs both in the private and public sector. |
| Policy 1.4 | Coordinate tourist and recreational activities with various agencies, including Inyo County, National Parks Service, and the State Department of Forestry. |
| Policy 1.5 | Provide additional facilities for business retreats, conventions, trade shows/expos, and other small to moderate size organizations. |

Actions

1. Develop the proposed Community Center as a multi-purpose facility that can accommodate a wide range of civic, cultural, and recreational activities, including conventions, trade shows, etc.
2. Promote the establishment of a tourist/convention bureau, possibly in conjunction with the Chamber of Commerce, whose responsibility will be to actively promote the community's recreational attributes, as well as opportunities to capitalize on the conference center/convention market potential.

Goal 2 **To diversify the local economy by creating opportunity for light industry.**

- Policy 2.1** Allow development of vacant industrial land use areas of the City into job-rich light industrial facilities and capitalize on the existing labor force.
- Policy 2.2** Increase the role of the educational system to provide jobs by expanding the courses that are currently offered to students. The courses offered should capitalize on the local attributes, including recreation, geology, soil science, agriculture, forestry, etc.
- Policy 2.3** Assist local (existing) industrial manufacturers in attracting new business opportunities through programs similar to those established for the tourist industry, such as the organization of an industrial/educational council or league.
- Policy 2.4** Increase the utilization of the Bishop Airport and the surrounding land to stimulate business development within the City and the surrounding area. It could be useful, but not necessary, to develop businesses and industry at the airport. Proximity and accessibility can be just as advantageous as being located on the flight line.

Actions

- 1.** Coordinate with the DWP and prepare a strategic master plan that will create the momentum for phased light industrial development. This program must involve a high degree of planning on behalf of both the City and the DWP, but will ensure that the highest and best use can be achieved on those properties, including the airport.
- 2.** Assist the Community College in expanding the existing curricula by providing various support mechanisms, financial aid programs, job placement assistance, etc.
- 3.** Appoint, or encourage the Chamber of Commerce to develop, a Business Action Committee, whose purpose is to identify potential businesses that could locate in Bishop and can provide information that will help attract them to locate in the City.
- 4.** Facilitate the development of the factory outlet mall and encourage spill over development to allow for a mix of uses, including commercial, recreation or lodging facilities.

Goal 3 **To preserve and protect the City's economic core: the downtown business district.**

- Policy 3.1** Assure that the downtown business district remains a viable economic hub of the City, especially for residents of the immediate and surrounding community.
- Policy 3.2** Provide direct input on all transportation alternatives that may be presented for Highway 395 by Inyo County and Caltrans, especially in regard to the impact that such alternatives will have on the economics of the downtown.

- Policy 3.3** Maintain as much control as possible on the decision making process which will be established for any circulation improvement plans by Inyo County and Caltrans.
- Policy 3.4** Enhancement/beautification of the downtown should be considered which will increase marketability and generate increased revenues.

Actions

1. Recommend the preparation of a downtown/Highway 395 corridor study that will focus on circulation, economic impact, safety, noise, and other issues. This study must be coordinated with the Bishop Transportation Improvement Study that is being sponsored by Inyo County. Such coordination will result in a complementary relationship to the transportation plan and the Bishop General Plan.
2. Recommend, as part of the Corridor Study, a Downtown Revitalization Program that can be established to make the core area more attractive to residents and visitors.
3. Recommend the creation of a technical advisory committee that will oversee the development of alternative scenarios for the 395 improvement study. This committee will assure that the objectives of the City, especially the downtown business community, are achieved.

Goal 4 To assure that adequate housing opportunities are made available in the City.

- Policy 4.1** Encourage the development of a range of housing types, including low and moderate income housing, to be made available to residents of the City.
- Policy 4.2** Promote the cooperation from the DWP to allow a phased, long term program for development of new housing in Bishop.
- Policy 4.3** Encourage densification of existing land uses, including the conversion of lower density housing, to increase the housing stock of the City. Such densification is needed to allow for a healthy rate of growth and to provide housing opportunities for the work force.
- Policy 4.4** Promote the establishment of programs that are aimed at rehabilitating the existing housing units that are in need of repair and maintenance.

Actions

1. The City shall prepare and present a comprehensive land release program for the DWP, which can be implemented (phased) throughout the 20 year planning period so that the City can meet the State required mandate for affordable housing, as well as other housing types.

2. The City shall provide incentives to developers to construct various housing products within the City, once land becomes available for new development. State funded programs could be utilized for such purposes and are identified in the Housing Element contained herein.
3. The City shall adopt, as part of the Housing Element, a long-range program that focuses on rehabilitation of existing housing units and properties in need of repair and/or maintenance.

Chapter Three
LAND USE

General Plan for the City of Bishop
Chapter Three - Land Use Element

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Background	1
B. Purpose	1
C. Authorization	1
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	2
A. Issues	2
B. Opportunities	2
C. Constraints	2
III. EXISTING CONDITIONS	2
A. Setting	2
B. Land Use Inventory	3
1. Residential	3
2. Commercial	4
3. Industrial/Manufacturing	4
4. Parks and Recreation	5
5. Public Facilities	5
C. Land Use Needs	6
1. Economic Viability	6
2. Land Use Compatibility	7
IV. LAND USE GOALS, POLICIES & ACTIONS	8
A. General Land Use Policies	8
B. Residential Development	9
1. Residential Goals	9
2. Residential Policies	9
C. Commercial Development	10
1. Commercial Goals	10
2. Commercial Policies	11
D. Industrial Development	12
1. Industrial Goals	12
2. Industrial Policies	12
E. Parks and Recreational Amenities	13
1. Parks and Recreation goals	13
2. Parks and Recreation Policies	13
F. Public Facilities	14
1. Public Facilities Goals	14
2. Public Facilities Policies	14

General Plan for The City of Bishop
Chapter Three - Land Use Element

Table of Contents - Continued

V.	LAND USE DESCRIPTIONS OF THE GENERAL PLAN	16
A.	Residential Land Uses	16
1.	Low Density Residential (2.0 to 5.0 DU/AC)	16
2.	Medium Density Residential (5.1 to 9.9 DU/AC)	16
3.	Medium-High Density Residential (10.0 to 22.0 DU/AC)	16
4.	High Density Residential (22.1 to 35.0 DU/AC)	17
B.	Commercial Land Uses	17
1.	General Commercial	17
2.	Office and Professional	17
3.	Heavy Commercial	18
C.	Industrial Land Uses	18
1.	Light Industrial	18
D.	Public Facilities Land Use	18
1.	Public Facilities	18
2.	Parks and Open Space	18
E.	Correlation Between Land Use and Zoning Categories	19

General Plan for The City of Bishop
Chapter Three - Land Use Element

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
3-1 Land Use Map	15

List of Tables

<u>Table</u>	<u>Page</u>
3-1 Land Use Statistical Summary	6
3-2 Correlation Between Land Use and Zoning Categories	19

LAND USE ELEMENT

I. INTRODUCTION

A. Background

The Land Use Element of the General Plan is considered to be the driving force behind the entire document. It is the broadest in scope and correlates to all other elements of the General Plan integrating land use issues into a set of comprehensive development strategies and actions. The goals, strategies and actions relate directly to the other elements. For the Bishop General Plan Update, the Land Use Element and the Economic Development Element are the focus. Land use areas and intensities will not significantly change from the existing plan. However, creating a means to implement land use and economic policy will take place through the use of strategic programs and implementing actions presented herein. Many of the policies from the existing Plan are still relevant and are incorporated into the Update.

B. Purpose

The Land Use Element establishes the framework to direct the physical development of the City and to form the organization of the City's environment. The Land Use Plan identifies the locations and land use categories within the City of Bishop. The Land Use Element establishes the function and form of the City because it is a composite statement of the goals, strategies and actions of the other elements of the General Plan. It serves as the primary vehicle for ensuring the logical organization of residential, commercial, industrial, and public facilities and services, and encourages the timely provision of needed public services to meet the needs of the community.

The Land Use Element also provides the public decision makers and residents a guide in understanding of the long range intentions of the City. As a result, both public and private land use decisions made on a daily basis can be substantiated within the framework of the General Plan.

C. Authorization

California Planning law requires that each City and County set forth goals, objectives, and policies for the long term physical development of the community. Government Code Section 56302(a) requires the preparation of a Land Use Element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- How can the City of Bishop maintain a positive balance of residential, commercial, and industrial land uses to assure a stable economic climate?
- How can the City entice the LADWP to release land to provide an availability of developable land within the existing City limits for commercial, residential and industrial land uses?
- What actions are necessary by the City to assure a positive ratio of residential and business land uses?
- Is it necessary to increase densities within existing residential neighborhoods to stimulate growth within the City, or possibly re-designate other land uses for residential development?

B. Opportunities

- There are approximately 400 acres of developable land within the existing City limits which are already designated for a variety of needed land use types and intensities, which, if developed could provide a positive balance of new land uses.
- The Bishop planning area is located in a very attractive setting, making it very marketable for new residential and commercial development.
- The City's existing infrastructure and public facilities are capable of being expanded to meet the demands that may be generated by new development.

C. Constraints

- The majority of vacant land that exists within the planning area is controlled by the Los Angeles Department of Water and Power, whose very slow growth policies limit the ability for new growth and development.
- Increased congestion on Highway 395 will result in the need to significantly modify the circulation system within the City of Bishop to accommodate future traffic levels.
- Limited residential growth potential will limit the amount of commercial, business and industrial development, as well as the labor force.

III. EXISTING CONDITIONS

A. Setting

The City of Bishop encompasses approximately 2 square miles in the northern portion of the Owens Valley. It is located in Inyo County on the eastern side of the Sierra Nevada range,

with Highway 395 bisecting the City. Highway 395 provides a major source of tourist and recreation traffic for Bishop. Bishop is not only the principal urban community of Inyo County, but is generally considered the major urban center of eastern California. Carson City to the north and Ridgecrest to the south are the nearest urban centers to Bishop. Consequently, Bishop is affected by a much larger area than that of the immediate City limits or the surrounding unincorporated Inyo County.

The population of the City of Bishop is 3,475 residents, with an additional 6,877 residents located in the Bishop vicinity. The City's population represents 20% of Inyo County's total population. The Bishop Reservation of the Paiute-Shoshone Indian Tribe accounts for 1,408 residents, and is located immediately to the west of the City. The average age of the residents of Bishop is over 35 years, indicating that the majority of the population is between 15 and 59. In fact, older retirement or near retirement individuals comprise a significant portion of not only the existing population but also of the in-migrating population.

Bishop is Inyo County's principal employment center, accounting for over 50% of primary wage earner employment. The wholesale trades, service and government sectors alone account for almost 70% of all employment. Bishop is also the regional retail and commercial service center with the City accounting for over 50% of total county retail sales. Most of the county and regional wholesale and distributing businesses are located within the City or in the immediate area.

B. Land Use Inventory

The proposed General Plan does not significantly affect the existing land use patterns of the City of Bishop. Rather, it focuses on how to maximize the potential of each land use category. Policies, programs, and actions of the Plan are intended to stimulate positive development activities which will create economic growth for the City. The land use categories of the previous General Plan have been directly incorporated into this document. All amendments to the General Plan that have taken place over the past several years are incorporated into the new land use policy map. The following descriptions outline the intent of each land use category of the General Plan.

1. Residential

Residential land uses comprise approximately 40% of the City's land area and are located primarily away from the busy Highway 395 (Main Street) corridor. Present residential development patterns are primarily influenced by the amount and location of private land within the City, as described in the above opportunities and constraints. As a result, residential development is concentrated in areas that are already developed. This involves the densification of existing residential land uses, as well as infill of undeveloped parcels. There is a moderate amount of conversion of single family residences into higher density uses taking place as well. More typical residential development is taking place outside the current City limits in areas such as Rocking K, McLaren, Bishop Reservation, West Bishop, Dixon Lane/Meadow Farms, and other areas in unincorporated Inyo County. This trend is anticipated to continue until vacant land within the City of Bishop is allowed to develop by private interests and the LADWP.

According to the current General Plan, residential densities range from Low Density Residential R-1 (10,000 s.f. min. per dwelling unit) to High Density Residential R-3 (up

to 35 dwelling units per acre), with various categories in between. This variation in density allows for a wide range of development opportunities to take place, as well as provides many income level housing options. Product types include single family residences, multiple family residences, apartments, and mobilehomes.

2. Commercial

Commercially designated land uses within the City of Bishop constitute approximately 30% of the City's land area. Most of the commercial activity is centered around Highway 395, Highway 6, and Line Street. The relatively high proportion of commercial land use within the City indicates that commercial activities are being driven by significant regional and transient clientele, which indicates that Bishop is the economic hub of Inyo County, providing retail services to residents and tourists.

The City of Los Angeles Department of Water and Power maintains a significant role in the provision of land for commercial, as well as residential purposes. Thus, the DWP's land ownership and leasing policies have and will continue to be extremely important to land use and economic development. Short term policies indicate the continued use of developed parcels and limited development of undeveloped parcels. The City of Bishop has an ongoing relationship with the DWP and will encourage the expansion of commercial opportunities whenever possible.

Commercial land uses are separated into three broad categories, including General Commercial, Heavy Commercial, and Office/Professional. Unlike the residential land use designations that reflect land use based on density, commercial designations reflect common locational and user characteristics. For example, the General Commercial category will include many uses with retail or direct consumer contact requiring visible locations which tend to locate collectively. Heavy commercial uses tend to be extensive users of land which require good access but need not be as accessible or visible since they rarely deal with the ultimate consumer. Office/Professional uses are often located between more intensive commercial activities and residential areas, sometimes serving as a transition or buffer between the two.

3. Industrial/Manufacturing

The Industrial/Manufacturing land use category comprises approximately 65 acres within the City of Bishop, located in the northeast corner of the City. Much of this land is controlled by the DWP. The location of the industrial land use category in this location was deemed necessary to assure compatibility of land use with the Bishop Airport, situated to the east of this area.

Unfortunately, due to the extreme distance to major market areas, high land costs, and a small labor force, the industrial potential has been limited in its growth. However, due to innovation and the desire of many small industries to locate outside major metropolitan areas, there is a slight increase in the demand for industrial land. Recreation oriented industries and transportation activity forms the region's dominant economic base.

4. Parks and Recreation

The Bishop area is blessed with an abundance of high quality recreational opportunities, which form the primary economic base for the City and surrounding area. As the gateway to outstanding recreational opportunities of the region, Bishop caters to visitors who are drawn annually to the exceptional assets of the eastern Sierra Nevada region. Except for the Owens River and community events such as Mule Days, the basic recreational attractions are located outside the City. However, the City of Bishop provides accommodations and services for visitors as a part of the community's commercial land use. Consequently, this portion of the Land Use Element involves an analysis of land use needs associated with park and recreation needs of the residents of the City.

Bishop's current parks provide a wide range of active recreation facilities, most of which are centered around Bishop City Park. This park, which is classified as a community/regional park, is located in the east central portion of the City and is comprised of approximately 53 acres. In addition to Bishop City Park, there are three neighborhood parks, including Southeast Bishop, Southwest Bishop, and Northwest Bishop Neighborhood Parks. These parks are needed to accommodate smaller scale activities for residents of those areas. These parks are intended to be approximately two to two and one-half acres each, with various amenities desired by the local residents.

5. Public Facilities

The Public Facilities land use category identifies those facilities that are operated by the City for the benefit of the residents of Bishop. These facilities include schools, the administrative center (City Hall), fire/police, hospitals, maintenance centers, and the fairgrounds.

The existing public facilities are adequate to meet the needs of current and future residents, but many of these facilities are in need of substantial upgrade. The City is planning, as part of its economic development strategy, to design and construct a community center adjacent to Bishop City Park. This facility will serve local residents, as well as provide a conference center for visiting businesses and other private organizations.

Table 3-1 Land Use Statistical Summary			
Land Use	Acres	Potential DU's	Undeveloped Acreage
LDR (2-5 DU/AC)	50	56-140	28
MDR (5.1 -9.9 DU/AC)	211	117-227	23
MHDR (10-22 DU/AC)	52	30-66	3
HDR (22.1-35 DU/AC)	143	1922 -3045	
General Commercial	284	-	60.5
Office and Professional	23.5	-	6.5
Heavy Commercial	104.5	-	20.5
Industrial	87	-	60
Parks/Open Space	92	-	-
Public Land	67	-	11
Roads/Streets	186		98
TOTALS	1300± AC	2125-3478 DU'S	397.5 AC

C. Land Use Needs

1. Economic Viability

Land use strategies must consider the overall economic viability and stability in the City. Diversity of land use types, properly located and designed, can offer long term economic stability for the City. The primary concerns of the City of Bishop are:

- Improvement of retail sales performance
- Provision of a diverse and attractive housing stock that accomplishes state mandated housing programs, including affordable housing for low and moderate income families.
- Enhancement of the Highway 395 corridor to increase interest in the downtown urban district.
- Increase the diversity and number of employment opportunities in the City.
- Provision of opportunities for recreation related commercial development which could center on the wide array of natural features and close proximity of major recreational attributes of the Owens Valley and the eastern Sierra Nevada.

The Economic Development Element of the General Plan identifies the primary strategies that the City can employ to assist in creating a more positive economic climate by diversifying the existing economic base. A summary of these strategies is indicative of the overall commercial and industrial (institutional) land use needs in terms of desirability and feasibility.

- Expand and/or enhance the recreational opportunities that currently exist within the City and surrounding region.
- Upgrade the quality and quantity of lodging facilities within the City.
- Encourage the development of recreational facilities and programs in both the public and private sector.
- Coordinate tourist and recreational activities with various agencies, including Inyo County, the National Parks Service, and the State Department of Forestry.
- Provide additional facilities for business retreats, conventions, trade shows, and other small to moderate size organizations.
- Encourage development of vacant industrial land use areas of the City into jobs-rich light industrial facilities and capitalize on the existing labor force.
- Increase the role of the educational system to provide jobs by expanding the courses that are currently offered to students.
- Assist local industrial manufacturers in attracting new business opportunities through similar programs established for the tourist industry.
- Increase the role of Bishop Airport and the surrounding land to stimulate business development within the City and surrounding area.
- Assure that the downtown core remains a viable business center of the City, especially for residents of the immediate and surrounding community.
- Provide direct input on all transportation plans that may be presented for Highway 395, especially in regard to impacts that such activity may have on the economics of the core area.
- Initiate a downtown enhancement program which will increase the marketability of the downtown area and generate increased revenues.
- Encourage the development of a range of housing types, assuring that low and moderate income housing is made available to residents of the City.
- Promote the cooperation from the DWP to allow a phased, long term program for the release of developable land for various land use types.
- Encourage the diversification of existing land uses, including the conversion of lower density housing to increase the available housing stock of the City.

2. Land Use Compatibility

Compatibility between adjacent land uses in the City is of extreme importance to achieve a safe, efficient, and well balanced community. To minimize conflicts, sensitive land uses must not be allowed to develop adjacent to potentially annoying uses, namely

manufacturing or airport facilities. The existing land use plan has located the manufacturing/industrial district in an area which is impacted by overflight from Bishop Airport. This is an effective method, commonly utilized to buffer significant noise generators. In addition, commercial, business, and open space land uses surrounding the industrial district provide a buffer for other more sensitive land use types.

Many techniques are available to the community that can be utilized to reduce the impacts associated with sensitive land uses. Consolidation of industrial uses is the most effective, but additional measures can be utilized, such as the incorporation of landscape berms, noise buffering walls, and other features.

Increased noise on Highway 395 and the other major roadways of the City also poses some constraints on surrounding land uses. For example, as traffic increases throughout the planning period, additional impacts will be placed on both residential commercial uses.

IV. LAND USE GOALS, POLICIES & ACTIONS

In order to assure that a complementary mix of land uses is provided for the City of Bishop, there are some basic goals, policies and actions that are incorporated into the General Plan.

A. General Land Use Policies

The City of Bishop's General Plan consists of a map and text that describe the goals, policies, and programs (or actions) necessary to guide future development in the City. The Land Use Map combines the general policies in a comprehensive graphic format. The Land Use Map has been digitized in a Geographic Information System (GIS) format, which is a computerized database that is easily adjustable and can be used for analysis of many relevant issues.

Since the Los Angeles Department of Water and Power's (DWP) ownership and present policy precludes the physical expansion and development of the City of Bishop, development will be forced to occur outside of the City limits. These developments are isolated from essential services and increases energy consumption, contributing to increased air pollution, congestion, and greater costs. Without additional land for development, the City will be forced to increase residential densities to accommodate state mandated housing allocations. There are many areas of the City which are "developable" that are controlled by the DWP and should be pursued for various forms of development.

Other policies that are inherent to all land use categories include:

- The City will assure that all land uses are developed in a manner which will not subject residents to potentially hazardous situations.
- The City will provide a means for the expansion of public facilities and services to meet the requirements of those land uses presented on the Land Use Map.

- The City will encourage the LADWP to coordinate a long term land development plan in the Bishop planning area that will allow needed commercial, residential, and industrial development to take place.
- Areas subject to flooding shall be reviewed by the Planning Department annually, according to the National Flood Insurance Program policies and programs as administered by the Federal Insurance Administration.

B. Residential Development

Residential land use goals and policies of the General Plan are intended to provide for a wide range of housing opportunities for residents. The following goals are representative of the attitude of residents and the City Council.

1. Residential Goals

- To maintain the quality and livability of residential areas within the City.
- To preserve single family areas through the encouragement of upkeep and investments to maintain residential values.
- To permit higher density residential development only when compatible with the surrounding area.
- To encourage the balance and diversity of housing types to more closely reflect the needs of various income groups in the City of Bishop.
- To encourage the development of higher density development within walking or bicycling distance to the City's business and commercial areas.
- To provide adequate housing opportunities for low and moderate income households as required by the state of California.

2. Residential Policies

- The City will encourage the Los Angeles Department of Water and Power to coordinate a phased release of residentially zoned areas of Bishop.
- The City of Bishop, in conjunction with the LADWP and Inyo County should identify all lands which are not directly related to the provision of water or power and to provide an appropriate means of conveying these lands to private citizens or the City for implementation in accord with the policies of this plan.
- As a high priority for residential development, the City will encourage in-fill and redevelopment of existing private land into residential densities specified on the land use map.
- Adequate buffering should be incorporated in order to protect residential areas from other non-residential incompatible land uses.

- Adequate private open space should be provided in all residential neighborhoods and developments.
- General Commercial uses and activities should be discouraged in areas designated for residential uses. Limited commercial activities may be allowed if it is shown that such uses do not adversely affect the basic residential character and purpose of the area.
- Adequate access should be provided to all neighborhoods and developments and should correspond to the intensity of residential development. Access should accommodate non-motorized transportation modes in addition to motorized vehicles.
- High capacity streets which could carry high speed, high volume through traffic should be discouraged from passing through residential neighborhoods. In those cases where such street is necessary, the street and adjoining residential development should be designed to mitigate the adverse effects on residential neighborhoods.
- Expansion areas should be developed in phases consistent with community needs, available service capacities, and appropriate access.
- The City should provide a diversity of housing types varying in size, density, and location.
- The City should encourage the preservation and enhancement of existing single family low density residential areas.
- The City will relate residential densities to intensity/compatibility of adjacent uses.

C. Commercial Development

Commercial uses of the City of Bishop are presently capturing between 50 and 60 percent of total Inyo County taxable retail sales. Much of this capture is the result of the tremendous volume of summer and winter tourists who pass through the City each year. The following goals and policies are intended to maintain and enhance the capability of the City to capitalize on this market, as well as the locally generated revenues.

1. Commercial Goals

- To provide sites and facilities to accommodate a variety of economic activities, including retail sales, lodging, and commercial recreational uses.
- To concentrate commercial development in existing and committed areas so as to prevent the intrusion of commercial activity into existing residential areas.
- To retain and enhance Bishop's role as the major commercial center serving the needs of Inyo County and the regional recreational economy.

- To encourage a greater diversity of goods and services consistent with local, regional, and various recreational needs.
- To promote conventions, trade shows, tourist activities, and recreational activities that will stimulate business for new and existing businesses in Bishop.
- To promote improvements in community commercial areas of the City to increase their attractiveness to consumers, both local and tourist.

2. Commercial Policies

- The City will encourage the Los Angeles Department of Water and Power to evaluate the potential release of developable land within the City in order to make sites available for new commercial development.
- The City will encourage the LADWP to sell developable properties within the City, rather than short term leases which has an adverse effect on the utilization and financing of commercial land.
- The City of Bishop will explore the possibility in preparing a downtown revitalization plan in conjunction with the Bishop Transportation Improvement Study, which is being sponsored by the Local Transportation Commission of Inyo County. The development and implementation of a Redevelopment Plan for Bishop's downtown area may be an ideal method for this process.
- Additional land for residential uses displaced by new and expanding commercial activities must be provided as needed according to the requirements and policies contained in the Housing Element.
- Design Guidelines for all new commercial development must be prepared that will focus on creating a positive visual impact to the City. Design review should take place, emphasizing building arrangement, facades, signage, and landscaping.
- Adequate access, parking and loading areas should be provided for all commercial development and should be considered in all new development.
- Commercial development should provide adequate buffering in order to protect residential areas from excessive noise and intrusion, incorporating acceptable landscaping and physical barriers.
- Single family residential development will generally be considered incompatible with commercial development and should be discouraged in those areas. Multiple family residential and mixed use developments are acceptable in commercial areas when developed in accord with the Medium-high and/or High Density residential standards as contained in the Zoning Standards.
- The City will regulate visibility, employment, advertising, parking, and traffic movement for businesses allowed adjacent to residential areas in order to maintain the integrity of the residential character.

D. Industrial Development

Industrial development will provide long term economic support to the City by creating jobs for residents of Bishop and the surrounding area. The following goals and policies represent the intentions of the City to enhance the employment and economic climate.

1. Industrial Goals

- To provide sites and facilities to accommodate a variety of economic activities.
- To promote clean, light industry, with an emphasis on taking advantage of the attributes of the environmental and natural setting of the Owens Valley.
- To expand the role of the community college to incorporate a broader range of courses that focus on natural resources, geology, recreation, and other studies which relate to the existing setting of Bishop, the Owens Valley, and the surrounding mountain ranges.
- To reserve land in the northeast corner of the City for light and general industrial uses.
- To assist in the diversification and stabilization of the local economy which is currently dependent on tourist and recreational activities.

2. Industrial Policies

- Industry must be located near major transportation facilities which can carry raw materials, finished products, and commuting workers.
- The City will encourage the grouping of clean light industrial uses into multi-tenant industrial parks.
- The protection of the environment must receive a high priority in the development of industrial areas. Stringent performance standards should be developed and enforced, along with appropriate preliminary environmental documentation.
- The City will discourage the location of industrial uses adjacent or in close proximity to residential development. Such uses are not compatible and could pose significant impacts to residents. Commercial, open space, or business uses should be incorporated as a buffer between industrial and residential uses.
- The City will encourage planned development techniques to be incorporated into the design and construction of general industrial uses.
- Adequate access, parking and loading areas should be provided for all industrial development projects. Non-motorized transit modes should be designed into the layout of such uses.

- Industrial development should blend in and enhance the natural and man-made setting of each site. Appropriate landscaping, signage, and architectural features should complement the local setting.

E. Parks and Recreational Amenities

The parks system in the City of Bishop exceeds state standards (Quimby Act) based on population levels. Bishop City Park, comprised of approximately 53 acres is a major recreational facility that is utilized by City residents, as well as residents of the surrounding community. The park is also heavily utilized in the summer months by tourists. Although the parks of the City are adequate to meet the state guidelines, the following goals and policies are intended to provide an ongoing commitment to those and potential new resources.

1. Parks and Recreation goals

- To increase the effective use of recreational and aesthetic open space in and around the City.
- To maintain and enhance recreational opportunities for residents of the City and the surrounding community.
- To promote tourism focused on utilizing the existing recreational opportunities that exist within the City and the surrounding area.
- To insure that recreation facilities are compatible with adjacent land uses, the maintenance of environmental quality, and the protection of property rights.
- To insure that those using recreation facilities contribute to the cost of providing and maintaining such facilities.
- To provide recreation programs which cater to local needs and desires.
- To encourage the use of a tourist bureau to organize local and regional events (such as Mule Days) that utilize the recreational amenities of the City and area.

2. Parks and Recreation Policies

- A comprehensive master plan for the development of the Bishop City Park, including overall layout and design, should be completed and implemented by the City Parks and Recreation Department.
- Since much of the designated parkland of the City of Bishop is owned and/or leased from the LADWP, a concerted effort should be undertaken to provide a program for the implementation of additional parks and recreational facilities.
- New parks facilities should be designed with direct input from citizens in the immediate service area and should incorporate multiple recreational amenities.

- The City of Bishop and Inyo County shall continue to develop their respective community/regional parks in response to community wide needs. Cooperation between the County and Bishop is essential and encouraged.
- In-lieu fees for the development of new parks facilities will be required for new development per the Subdivision Map Act. Greater use of state and federal funding should be pursued to develop and maintain parks facilities.
- Recreational needs shall be considered in the planning and development of the circulation system of the City, insuring that adequate access is available to parks for both motorized and non-motorized transit modes.

F. Public Facilities

Goals and policies relating to the provision of public facilities are focused on the needs of both City residents, as well as the needs of the surrounding community. Since many of the services involve residents outside the geographic scope of the General Plan, the goals and policies include those needs and interests.

1. Public Facilities Goals

- To ensure that public facilities and uses have adequate land area in appropriate locations to serve the general public, both within and outside the City of Bishop.
- To ensure that public facilities and uses are compatible with surrounding land uses.

2. Public Facilities Policies

- Public facilities development should provide adequate buffering to protect residential areas. Landscaping, attractive physical barriers, and other similar aesthetic devices are acceptable for this purpose.
- Beautification and aesthetic values should be considered in the development and operation of all public facilities and uses within the City.
- The City's Capital Improvement Plan shall be evaluated to determine if adequate facilities are provided to current residents. Impacts of new development must be considered regarding the impact on existing public facilities and services.
- Adequate parking and services should be provided for all public facilities and uses in accord with the nature and function of the facility. The needs of non-motorized transit modes (especially bicycles) should be addressed in public facility planning.
- The City shall coordinate public facility improvements with Inyo County in order to assure that the residents of the City are assured the highest degree of public facilities and services.
- The City shall investigate the incorporation of a public parking facility to accommodate increasing numbers of vehicles in the downtown area.

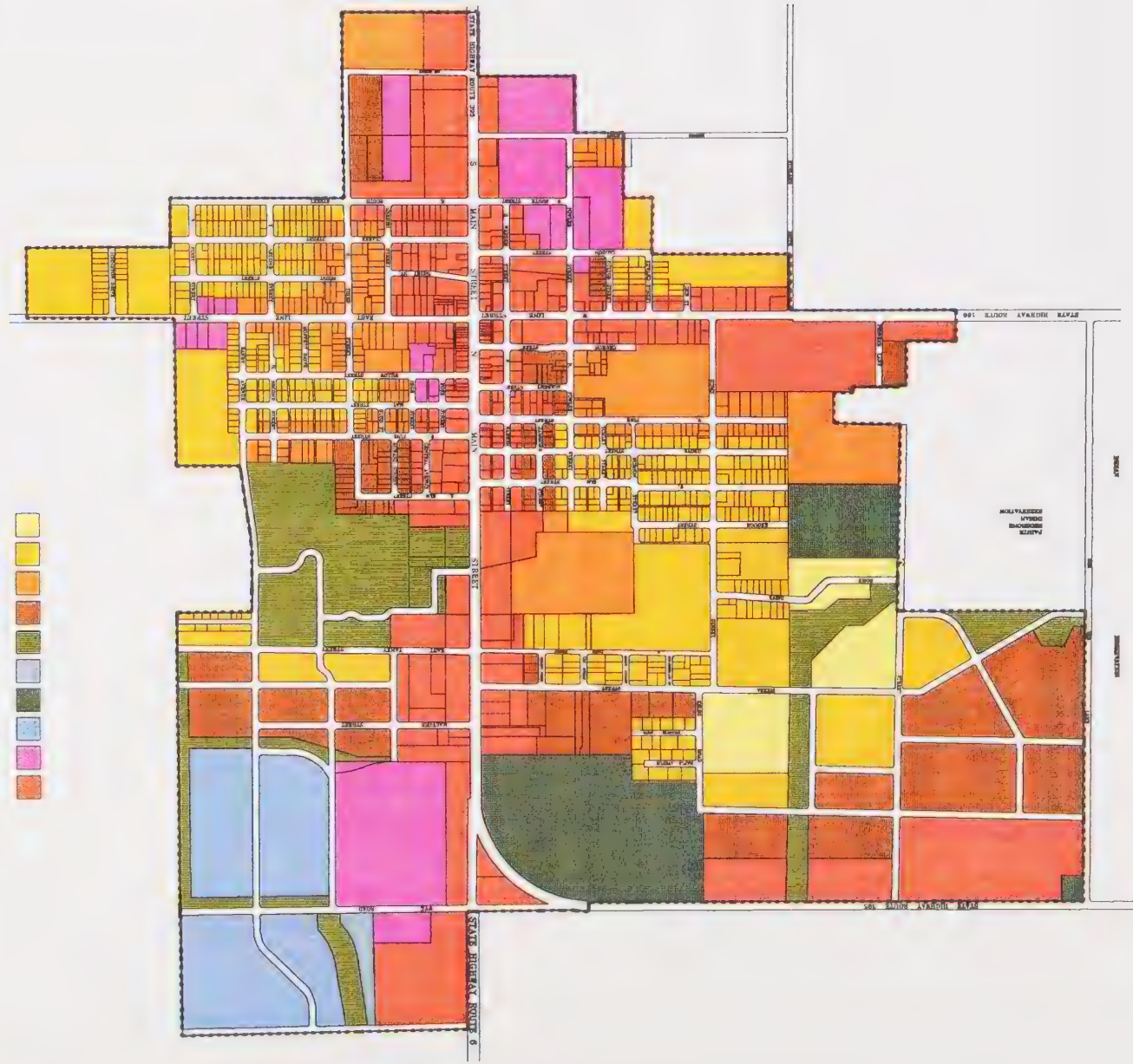
CITY OF BISHOP

1991 GENERAL PLAN

LAND USE

LEGEND:

- GENERAL COMMERCIAL
- HEAVY COMMERCIAL
- INDUSTRIAL
- PUBLIC LAND
- OFFICE AND PROFESSIONAL
- PARKS/OPEN SPACE
- HIGH DENSITY RESIDENTIAL (22.1 - 36 DU/AC)
- MEDIUM HIGH DENSITY RESIDENTIAL (10 - 22 DU/AC)
- MEDIUM DENSITY RESIDENTIAL (6.1 - 9.9 DU/AC)
- LOW DENSITY RESIDENTIAL (2 - 5 DU/AC)



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V. LAND USE DESCRIPTIONS OF THE GENERAL PLAN

The Land Use Element Map designations are intended to graphically portray the policies of the City regarding the use of land in the planning area. The following descriptions explain the general nature and intensity of each land use category.

A. Residential Land Uses

1. Low Density Residential (2.0 to 5.0 DU/AC)

Low density residential areas provide housing for families in individual dwellings on separate lots or parcels. Suburban in character, densities in this category range from 2.0 to 5.0 dwelling units per acre (DU/AC) with lot sizes of 1/2 or 1/5 acre typical. Private open space provides each dwelling with outdoor living space and privacy. Development within this density range is dependent upon the availability of community water and sewer services, although access is an important secondary consideration. The General Plan designates approximately 50 acres of land for Low Density Residential development.

2. Medium Density Residential (5.1 to 9.9 DU/AC)

Medium density residential areas are typical of single family development in and adjacent to more urbanized portions of a community. Development within this density range span single family residential units on individual parcels to smaller specialized development such as mobilehome subdivisions and patio homes. Densities in this category range from 5.1 to 9.9 dwelling units per acre on lots ranging from 4,400 to 8,000 square feet. Private open space on each parcel provides privacy and outdoor living space. The provision of water, sewer, and adequate access are important locational considerations. The General Plan designates approximately 211 acres of land for Medium Density Residential development.

3. Medium-High Density Residential (10.0 to 22.0 DU/AC)

Structures in this category of residential land use include single family townhouses, patio homes, duplexes, triplexes, garden apartments and mobilehome parks. Housing provided by this category is oriented towards young couples, single individuals, and retired persons, rather than families. Although as housing costs have risen, families, especially those with lower incomes, have tended to make greater use of these forms of housing. Densities in this category range from 10.0 to 22.0 dwelling units per acre. In considering density in this land use category, it is necessary to think in terms of site area per dwelling, rather than lot size. Although the actual density is design dependent, gross site area per dwelling unit ranges between 2,000 and 3,500 square feet. The intensified character, reduced private open space, and increased traffic make the location of these areas and the design of such developments as important as the availability of sewer and water service. The General Plan designates approximately 52 acres of land for Medium-High Residential development.

4. High Density Residential (22.1 to 35.0 DU/AC)

Structures in this category are limited to multi-story apartments or apartment type buildings. Housing provided by this type of development is oriented toward single individuals, retired persons, and others whose lifestyles are not directed toward the use and maintenance of private open space. Densities in this category range from 21.1 to 35.0 dwelling units per acre, although lot sizes of 20,000 square feet or greater provide the practical lower limit of land ownership necessary for proper development. Gross site area per dwelling unit in this category fall into the 1,250 to 2,000 square foot range. The intensified character, reduced private open space, traffic, and height of such development make the location of these areas as important as the availability of water and sewer services. The General Plan designates approximately 143 acres of land for High Density Residential development.

B. Commercial Land Uses

1. General Commercial

Commercial activities in this broad category include those establishments offering a wide range of convenience consumer goods and a wide variety of personal services. Uses in this category depend upon a continuing relationship with a clientele on a day to day basis for the sale of retail goods and services. Uses in this category need to reinforce one another by being grouped together with other uses oriented to the same clientele, avoiding non-active retail uses, vacant areas and other "dead" locations. Examples include those retail service uses located in the downtown central business district, shopping centers, and other mutually supporting centers. In addition this land use designation is intended to encompass commercial activities dependent upon a transient, automobile oriented clientele. As a result, the uses within this designation tend to locate along the heavily traveled Highway 395, West Line Street, and Highway 6 frontages on large parcels. The General Plan designates approximately 284 acres of land General Commercial uses.

2. Office and Professional

This commercial land use category is somewhat specialized and oriented toward commercial or professional services which are provided in an office environment, rather than retail commercial activity. Professional offices, medical, dental, real estate, insurance and financial offices are examples of such uses. Many of these uses might also be located within other commercial areas, particularly General Commercial. However, this category is more exclusive, providing a buffer or transition between residential areas and other more intensive non-residential uses. Office and Professional uses can often utilize former residential structures on the fringe of the CBD. Higher density residential development is compatible with the purpose and intent of uses in this category, depending on scale and location. The General Plan designates approximately 23 acres for Office and Professional land uses within the City of Bishop.

3. Heavy Commercial

This land use category includes commercial activities which usually are conducted without direct contact with the consumer. These uses more often serve other commercial outlets rather than retail consumers. Uses in this category include building contractors yards, machine shops, auto body repair, petroleum products, open storage uses, distributors, and warehousing. These commercial service activities are often nuisance producing and such areas typically assume the characteristics of light industrial uses. Commercial service activities often require large amounts of space and thus large parcels, generally exceeding one half acre. Due to their nuisance producing character, physical segregation and substantial buffering is desirable. These commercial service activities are most compatible with highway commercial uses, often of a similar character. Access due to the reliance on truck service is an important consideration. The General Plan designates approximately 104 acres of land for Heavy Commercial uses located largely in the southern portion of the City of Bishop and in the Wye Road area.

C. Industrial Land Uses

1. Light Industrial

This land use category is best characterized by the lighter, less intense, small scale manufacturing activities which take place within structures. Potentially close proximity to residential and commercial areas generally preclude activities which would generate residual output capable of polluting the environment. While uses in this category often involve exterior storage of various materials, it is desirable to exclude industrial activities which involve large scale storage or processing of natural resource products such as those associated with a mining mill or cement batching plant. Activities in this category are similar in many ways to those contemplated in the Heavy Commercial category and should be generally compatible with those uses. The General Plan designates approximately 87 acres in the City for light industrial uses.

D. Public Facilities Land Use

1. Public Facilities

This land use category is characterized by activities that are intended to serve the general public in varying capacities. These uses include schools, police and fire stations, the Fairgrounds, public works facilities, etc. This land use category comprises approximately 67 acres of land within the General Plan planning area.

2. Parks and Open Space

This land use category identifies the active and passive recreational facilities in the City of Bishop. Existing City parks are included in this category, as well as the riparian corridors which LADWP utilizes for drainage maintenance, that meander through Bishop. These areas are intended for the preservation of the natural environment as well as the inclusion of usable parkland for recreational purposes. The Plan designates approximately 92 acres for parks and open space areas.

E. Correlation Between Land Use and Zoning Categories

Table 3-2 translates the land use policies of the General Plan into the associated Zoning Classifications for areas identified within the City of Bishop. Since the purpose of this General Plan Update is focused on economic development, the land use policies and subsequent zoning have not been changed. This Plan represents the combination of the 1981 General Plan and the 1984 General Plan Amendment, which was based on the annexation of 375.85 acres in the northern portion of the City of Bishop.

Table 3-2 Correlation Between Land Use and Zoning Categories	
Land Use Categories	Zoning Classifications
Low Density Residential (2-5 DU/AC)	R1 (10,000)
Medium Density Residential (5.1-9.9 DU/AC)	R1, R2
Medium-High Density Residential (10-22 DU/AC)	R-2,000/ R-2,000-P/RM
High Density Residential (22.1-35 DU/AC)	R3, R3-P
General Commercial	C-1, CH
Office and Professional	O-P
Heavy Commercial	C-2
Industrial	(M-1)

Chapter Four
HOUSING

General Plan for the City of Bishop

Chapter Four - Housing

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Background	1
B. Purpose	1
C. Authorization	2
D. Consistency With Other General Plan Elements	3
E. Development of the Housing Element with Public Participation	3
F. Progress Under Previous General Plan	4
G. Data Sources	5
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	6
A. Issues	6
B. Opportunities	6
C. Constraints	6
III. EXISTING CONDITIONS - HOUSING NEEDS ASSESSMENT	7
A. Existing Housing Statistics	7
1. Population	7
2. Housing Stock	8
3. Housing Tenure	9
4. Vacancy Rates	10
5. Overpaying	11
6. Housing Age and Condition	12
7. Special Households	14
a. Handicapped Households	14
b. Elderly Households	15
c. Overcrowded Households	17
d. Farm workers	18
e. Female Heads of Household	18
f. Large Families	19
g. Homeless	19
7. Energy Conservation	20
B. Projected Housing Needs	21

1.	Employment Trends	22
2.	Housing Development Needs	23
3.	Quantified Objectives	25
IV.	HOUSING RESOURCES AND CONSTRAINTS	26
A.	Land Use	26
B.	Site Inventory	27
C.	Evaluation of Governmental Constraints	27
D.	Non-Governmental and Market Constraints	30
E.	Potential Loss of Affordable Housing	36
F.	Affordable Housing Resources	36
1.	Redevelopment Set-Aside	36
2.	Community Development Block Grant (CDBG)	37
3.	Section 8 Rental Assistance	38
4.	Mobilehome Park Resident Ownership Program (MPROP)	38
5.	Senior Shared Housing	39
6.	First-Time Home Buyer Program	39
7.	Single Room Occupancy (SRO)	39
8.	Density Bonus Law	39
9.	Mortgage Revenue Bonds	40
10.	Self-Help Housing	40
11.	Rental Housing Construction Program (RHCP)	41
12.	Non-Profit Housing Development Corporation	41
13.	HOME Program	41
14.	HOPE Program	42
15.	Weatherization Program	42
16.	Energy Crisis Intervention Program (ECIP)	42
17.	Energy Conservation Programs	42
18.	Other Affordable Housing Resources	42
V.	GOALS, POLICIES AND ACTIONS	44
A.	Goals	44
B.	Associated Housing Policies	44
C.	Actions - Five Year Housing Program	46

General Plan for the City of Bishop

Chapter Four - Housing

List of Tables

<u>Table</u>	<u>Page</u>
4-1 City of Bishop Age Distribution (Percentage)	7
4-2 Ethnicity of Inyo County Residents (Percentage)	8
4-3 Ethnicity of Inyo County Residents (Number)	8
4-4 City of Bishop Composition of Housing Stock (January 1990)	9
4-5 City of Bishop Housing Stock by Tenure	10
4-6 City of Bishop Housing Stock - Households Overpaying	11
4-7 City of Bishop Housing Stock Age Distribution	12
4-8 City of Bishop Housing Conditions Windshield Survey Results	13
4-9 Distribution of Elderly by Age	15
4-10 Seniors Living Alone by Gender	16
4-11 Elderly Head of Households by Tenure	16
4-12 Overcrowded Households by Tenure	17
4-13 Female Headed Family Households / Poverty Status	18
4-14 Household Size	19
4-15 City of Bishop Population and Housing Stock Trends (1970-1990)	22
4-16 City of Bishop and Adjacent Areas (Zip Code 93514) Distribution of Employment by Sector	22
4-17 Basic Construction Needs in the City of Bishop and Inyo County	24
4-18 Household Increase by Income Group in the City of Bishop and Inyo County ..	24
4-19 Quantified Objectives by Income Group in the City of Bishop	25
4-20 Vacant Lands Site Inventory	27
4-21 City of Bishop Approximate Development Processing Time	29
4-22 Affordable Inyo County Housing Costs	27
4-23 Bishop Housing Program (1992 -1997)	47
4-24 City of Bishop Housing Action Plan Summary of Five Year Housing Plan	48

Chapter Four

HOUSING

I. INTRODUCTION

The Housing Element consists of the identification and analysis of existing and projected housing needs as well as statements of goals, policies and implementing actions for the preservation, improvement and development of housing within the City of Bishop.

A. Background

In 1967, the housing Element became the third mandated part of a General Plan in California. During the ensuing years, numerous revisions were made to the required contents of community housing elements. In 1981, Article 10.6 of the Government Code was enacted and now describes the content requirements of the local housing elements. This legislation, commonly referred to as the Roos Bill, requires that a local housing element include an assessment of housing needs, an inventory of resources and constraints, a statement of goals, policies and objectives and a five year housing program.

The Housing Element is one of seven required elements which is included in the Bishop General Plan. The Housing Element, in complying with the letter and spirit of Article 10.6, responds to the four major issues which are listed below:

- ° What are Bishop's housing needs?
- ° What can the City realistically do about meeting these needs?
- ° What are the housing goals and policies of the City?
- ° What specific actions can the City take to meet housing needs?

B. Purpose

The purpose of the Housing Element is to identify local housing problems and to identify measures necessary to mitigate and alleviate these needs and problems for all economic segments of the community.

General state-wide purposes of local housing elements are influenced by the legislative policy and intent of Article 10.6. Section 65581 contains the following declarations which describe the legislature's intent in enacting the most recent revisions to the housing element law:

"To assure that counties and cities will prepare and implement housing elements which, along with federal and state programs, will move toward the attainment of the state housing goal."

"To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the state housing goal, provided such a determination is compatible with the state housing goals and regional housing needs."

"Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provisions for the housing needs of all economic segments of the community."

"The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs."

The Housing Element is organized to present information according to the four principal topics listed below:

- ° Housing Needs Assessment
- ° Inventory of Resources and Constraints
- ° Statement of Goals and Policies
- ° Actions - Five Year Housing Program

C. Authorization

As noted earlier, housing elements were mandated by legislation enacted in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements, but also gave the HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed HCD's role from "review and approval" to one of "review and comment" on local housing elements.

The legislation also requires an update of the housing element every five years. This 1992 update includes analysis regarding the preservation of assisted housing units at risk of converting to non-low income uses (SB 1019) as required by state law (Chapter 889, Statutes of 1991). After adoption of this update by the Bishop City Council, another revised element is mandated every five years. As with each five year update, the next Bishop Housing Element will address the progress made on achieving the goals and objectives stated in the previous Housing Element.

Numerous agencies were invited to comment on the City's general plan update which included the Housing Element update. The following agencies have been notified of the General Plan Update:

- ° Inyo County Sheriff
- ° Eastern Sierra Community Services District
- ° Bishop Rural Fire District

- ° Inyo County Health Department
- ° Inyo County Planning Department
- ° Inyo County Department of Public Works
- ° Southern California Gas Company
- ° Southern California Edison
- ° Metropolitan Water District of Southern California
- ° Southern California Association of Governments (SCAG)
- ° City of Los Angeles Department of Water and Power (DWP)
- ° State Department of Conservation
- ° State Air Resources Board (ARB)
- ° State Department of Parks and Recreation
- ° State Department of Fish and Game
- ° State Public Utilities Commission
- ° State Department of Health
- ° State of California Regional Water Quality Board
- ° State Department of Transportation (Caltrans)
- ° State Office of Planning and Research (OPR)

Several of the above listed agencies provided comments that related directly or indirectly to the future construction of housing in the City of Bishop.

A list of individuals and agencies asked to participate in the preparation of and/or comment specifically on this Housing Element is attached in the Appendix.

D. Consistency With Other General Plan Elements

The Housing Element has been prepared to be consistent with other elements of the General Plan as required by State law. Residential land uses as identified in the Land Use Element provide the basis for identification of adequate residential sites in the Housing Element. Additionally, the Circulation Element provides an adequate circulation system for future housing development; The Noise Element shields areas designated for housing use from inappropriate noise levels; the Conservation and Open Space Element provides for open and recreational space for the community's growing population; and the Safety Element addresses environmental issues in the City.

E. Development of the Housing Element and Public Participation

The Housing Element was prepared with planning consultant assistance under the direction of city staff and the Bishop City Council. The City Council held a series of public workshops during the preparation of the entire General Plan update. All public meetings were noticed and copies of materials were made available to the public either at the meeting itself or by request. Once in draft form, the Housing Element was submitted to the State Department of Housing and Community Development (HCD) for review. Comments and recommendations from HCD were received by the City and the Housing Element has been revised to reflect the recommendations prior to Planning Commission and City Council public hearings on the Element. The appendix also

contains a list of individuals and agencies asked to participate in the preparation of and/or comment specifically on this Housing Element.

Over the intervening period, the City has continued to provide fast and efficient processing for residential development applications and has continued to deliver low and moderate income housing in accordance with the Housing Element goals.

F. Progress Under Previous General Plan

Unlike most other General Plan elements, the Housing Element must contain a summary of the progress achieved under the previous Element.

The City's 1985 Housing Element contained a number of goals and policies related to the provision of adequate housing for all segments of the population. No specific quantified objectives were stated in the 1985 Element, so specific progress comparisons cannot be calculated in relation to anticipated goals.

This update contains quantified objectives for the next five year planning period. The subsequent update to the Housing Element will be able to report the City's past progress in comparison to its goals.

The following summary depicts those goals and objectives as well as programs that have been achieved since the 1985 Housing Element:

1. Section 8 Assistance Program

- ° Project - 17 units available through non-metro; Southern California.
- ° Status - Approval of funding for 17 units; occupied.
- ° Timing - 1985 to 1990.
- ° Lead Agency - Inyo-Mono Advocates for Community Action (IMACA) as directed by the City of Bishop.
- ° Funding - US Department of Housing and Urban Development, Section 8 existing Housing Rental Assistance through HCD.

2. Land Banking - Pre-development acquisition (expanded home ownership opportunity program)

- ° Objective - To provide low to moderate income housing opportunities to households in need.
- ° Timing - Ongoing, following approval of CHCD Rural Section long term home ownership program.
- ° Responsibility - City of Bishop.
- ° Funding - The State Department of Housing and Community Development Rural Land Purchase Funds.
- ° Status - Approval of approximately \$250,000 in funding for purchase of approximately eight acres for a mobile home subdivision.

3. Rental Assistance Elderly / Handicapped Housing Assistance Program

- ° Objective - To provide housing opportunities to special needs households.
- ° Timing - Ongoing.
- ° Responsibility - IMACA as directed by the City of Bishop.
- ° Status - Approximately 63 rent-assisted households helped per month during the planning period. This includes 34 mobile home units which are space subsidized and 18 units of senior housing.

4. Housing Rehabilitation - HCD/CDBG/RECD

- ° Objective - To preserve the supply and quality of the housing stock within the planning area and to rehabilitate as many homes annually as possible (five to 10 dwellings per year).
- ° Timing - 1985 to present.
- ° Responsibility - The City of Bishop with management and implementation assistance from IMACA.
- ° Status - 26 homes have been rehabilitated since the last Housing Element was implemented in 1985.

5. Energy Crisis Assistance / Weatherization Program

- ° Objective - To provide weatherization and emergency energy assistance to low income Bishop households.
- ° Timing - Continuous.
- ° Responsibility - IMACA as directed by the City of Bishop.
- ° Status - 150 homes weatherized per year; 500 energy-assisted homes per year (\$400.00 limit per year).

6. Emergency Crisis Assistance

- ° Objective - To provide emergency housing assistance to low income Bishop households.
- ° Timing - Continuous.
- ° Responsibility - IMACA as directed by the City of Bishop.
- ° Status - Assistance as needed for eviction prevention, temporary housing, homeless assistance, first month's rent and utility deposits funded through FEMA and TFAP.

The results of this analysis have been utilized to refine and augment the Goals, Policies and Actions of the 1985 City of Bishop Housing Element. The Goals, Policies and Actions of this updated Housing Element will work to enhance what has already been accomplished and strive toward accommodating the needs of both present and future residents of the City of Bishop.

G. Data Sources

Population and household data obtained from the 1990 Census provided the most current information which was utilized in this Housing Element update.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- How can the City negotiate with the City of Los Angeles Department of Water and Power (DWP) in the acquisition of land holdings to provide an additional resource of developable land within the existing City limits for residential land uses?
- Is it necessary or appropriate to increase densities within the existing residential neighborhoods or redesignate other land uses to residential uses in order to meet Bishop's affordable housing needs?

B. Opportunities

- There are approximately 400 acres of developable land within the City limits which could be developed with residential uses.
- The City's existing infrastructure and public facilities are capable of being expanded to meet the demands of new development.

C. Constraints

- The majority of vacant land located within the planning area is controlled by the DWP whose slow growth policies limit the ability for new growth and development.

III. EXISTING CONDITIONS- HOUSING NEEDS ASSESSMENT

The Housing Needs Assessment encompasses the following factors:

- Analysis of population and employment trends, documentation of projections and quantification of the locality's existing and projected housing needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need (Section 65583 (a)(1) of the Government Code).
- Analysis and documentation of household characteristics including level of payment compared to ability to pay, overcrowding and housing stock condition (Section 65583 (a)(2)).
- Analysis of any special housing needs such as those of the handicapped, the elderly, large families, farm workers, families with female heads of household, and families and persons in need of emergency shelter (Section 65583 (a)(6)).
- Analysis of opportunities for energy conservation with respect to residential development (Section 65583 (a)(7)).

A. Existing Housing Statistics

1. Population

Based on 1990 Census figures, 3,475 people reside in the City of Bishop which constitutes approximately 20 percent of Inyo County's population. The majority of the population in the City of Bishop is between 15 and 59 years of age with a median age of 39. Older retirement or near retirement individuals comprise a significant portion of not only the existing population but also of the in-migrating population. Table 4-1 below depicts the City of Bishop population age distribution.

Table 4-1
City of Bishop Age Distribution (Percentage)

Age Category	Number	Percentage
0 - 4	226	6.5
5 - 14	396	11.4
15 - 59	1,855	53.4
60 - 64	193	5.5
65+	805	23.2

Source: State Census Data Center, 1990 Census of Population and Housing Summary Tape File 1 Complete Tables

Ethnically, the City of Bishop is predominantly white, accounting for 93 percent of the total population. Those of Hispanic origin account for 11.4 percent of the total population while Native Americans make up 1.5 percent as identified in table 4-2 and 4-3 below.

Table 4-2
Ethnicity of Inyo County Residents (Percentage)

Area Name	White	Native American	Asian	Black	Hispanic	Total
Inyo County	86.3%	10.0%	1.0%	0.4%	8.4%	18,281
City of Bishop	92.8%	1.5%	1.7%	0.2%	11.4%	3,475
Dix.Ln.-Mead Crk.	96.1%	1.2%	1.0%	0.1%	6.4%	2,561
West Bishop	97.2%	1.4%	0.7%	0.1%	4.1%	2,908
Bishop Reser.	30.8%	66.4%	0.4%	0.0%	13.4%	1,408
Greater Bisop	86.4%	10.2%	1.0%	0.1%	8.4%	10,352

Source: Inyo County Planning Department, 1990 Census

Table 4-3
Ethnicity of Inyo County Residents (Number)

Area Name	White	Native American	Asian	Black	Hispanic	Total
Inyo County	15,777	1,826	178	79	1,536	18,281
City of Bishop	3,226	53	59	8	395	3,475
Dix.Ln.-Mead Crk.	2,462	31	25	2	164	2,561
West Bishop	2,826	42	19	2	120	2,908
Bishop Reser.	433	935	5	0	188	1,408
Greater Bishop	3,947	1,061	108	12	867	10,352

Source: Inyo County Planning Department, 1990 Census

2. Housing Stock

There are differences between housing stock condition and housing improvement needs. The term "condition" refers to the physical quality of the housing stock. The quality of the individual housing units or structures may be defined as either sound, deteriorating or dilapidated. Housing improvements, on the other hand, refer to the

nature of the "remedial" actions necessary to correct defects in the housing condition such as demolition, minor repairs, major repairs, and rehabilitation.

As of January 1990, the City of Bishop had a housing stock comprised of 1,779 dwelling units. Most of the City's housing units are single family dwellings and the average household size is 2.01 persons. The complete breakdown is listed in Table 4-4 below.

Table 4-4
City of Bishop Composition of Housing Stock
January 1990

<u>Dwelling Type</u>	<u>Number of Units</u>	<u>Percentage</u>
Single Family	867	48.7
Multiple Family (2-4 units)	307	17.3
Apartments (5 or more units)	237	13.3
Mobile Homes*	<u>368</u>	<u>20.7</u>
TOTAL UNITS	1,779	100

*within and outside mobile home parks
Source: 1990 Census

Detached and single family dwellings are clearly the dominant housing type within the City of Bishop. Single family dwellings constituted 69.8% of the 1960 housing stock declining to 58.7% in 1970; they declined even further in 1980 to 50.1% percent. In 1990, the percentage of single family dwellings was 48.7.

According to the State Department of Finance figures, the number of dwelling units in the City of Bishop increased from 1,712 in 1980 to 1,779 in 1990; this is an increase of 67 units in the 10 year period or an average increase of 13 units per year. During the same time, the population increased by 142 persons; from 3,333 to 3,475 (4.2% increase). From a longer term perspective, the population in 1970 was 3,498 actually decreasing by 23 persons to 3,475 in 1990 (0.07% decrease). During this same 20 year period, the number of housing units increased by 329 units, from 1,450 in 1970 to 1,779 in 1990 (22.7% increase). Major gains were made in providing housing units in the City while the population slightly declined during this 20 year period.

3. Housing Tenure

According to the 1990 Census, there were 1,681 occupied units and 98 vacant units for a total of 1,779 housing units in the City of Bishop. Forty seven (47) percent of the occupied units were owner occupied and 53 percent were renter occupied; 34 of the vacant units were seasonal units while the remaining 64 vacant units were either for

sale (17 units), for rent (29 units), rented or sold but not yet occupied (7 units), or were "other vacant" (11 units). The Department of Finance reports that the state-wide proportion of owners to renters is 55 percent to 45 percent.

The proportion of the dwelling units which are owner occupied versus renter occupied units has remained relatively constant since 1970. As the City grows and employment increases, rental housing needs tend to increase. Care should be exercised to ensure that an adequate supply of rental units is available in the community. In particular, the conversion of existing apartments and mobile home parks to condominiums should be resisted unless condominium ownership is made accessible to the same income levels that would otherwise be renting those units or similar units. Ownership opportunity at the same levels of housing costs as rental housing is generally desirable. Table 4-5 below illustrates the number and percentage of owner versus renter occupied units.

Table 4-5
City of Bishop Housing Stock by Tenure

<u>Tenure Type</u>	<u>Number of Units</u>	<u>Percentage</u>
Owner Occupied	790	47
Renter Occupied	<u>891</u>	53
Total Occupied Units	1,681	100
For Rent Units	29	
For Sale Units	17	
Seasonal Units	34	
Other Units	<u>18</u>	
TOTAL UNITS	1,779	
Overall Vacancy Rate		5.5
Rental Vacancy Rate		1.6
For Sale Vacancy Rate		1.0

As shown, there are more renter occupied households in the City of Bishop than owner occupied households. This may reflect the unique mobile employment characteristics associated with the recreational based service industry found in the City; but, more likely, it may reflect the inability of service industry workers to afford home ownership due to lower pay scales compared to other industries.

4. Vacancy Rates

As shown in the table above, the overall vacancy rate for all housing in the City of Bishop in 1990 was 5.5 percent ($98/1779=5.5\%$). Housing agents, including the US

Department of Housing and Urban Development, consider a housing market with a vacancy rate of three percent or less to have a "shortage" of housing. Some households in a housing market with a vacancy rate of three percent or less for a sustained period of time can be expected to experience an "overpayment problem." An overall vacancy rate of about five percent is considered desirable to assure an adequate selection of reasonably priced housing without discouraging investment in housing. More specifically, a minimum vacancy rate of two percent for dwellings for sale is desirable while a minimum vacancy rate for rental units is six percent. In 1990, Bishop's home owner vacancy rate was 1.0 percent ($17/1779=1.0\%$) and the rental rate was 1.6 percent ($29/1779 = 1.6\%$). The vacancy rates in 1990 were less than the desirable minimums.

5. Overpaying

In addition to the statistical data on total households and vacancy rates, it is useful to analyze data on overpayment for housing to help determine any significance in contributing to the housing situation in Bishop, particularly for lower income households. Table 4-6 below compares housing over payment for Owner and Renter and Total "Specified" Households.

Table 4-6
City of Bishop Housing Stock -
Households Overpaying

<u>Households</u>	<u>Owner Households</u>	<u>Renter Households</u>	<u>Total Households</u>
Total Specified*	460	891	1,351
Total Specified Paying More Than 25% of Income	131 (28%)	499 (56%)	630 (47%)
Very Low Income (less than \$15,000)	87	378	465
Very Low Income Paying More Than 25% of Income	40 (46%)	320 (85%)	360 (77%)
Total Lower Income (less than \$24,350)	159	587	746
Total Lower Income Paying More Than 25% of Income	66 (42%)	449 (76%)	515 (69%)

* "Specified" Households are as defined in the 1990 Census. The data is an estimate based on Censustables and does not represent a complete count of all households; however, it is the only available data which measures housing costs as a percent of income. The table uses the targeted income group defined for the small cities Community Development Block Grant program.

Source: 1990 Census

As depicted in the table, 28% of the Owner Households are overpaying while twice as many renters 56% are overpaying for housing in Bishop. Of the Very Low Income Owner Households, nearly half (46%) are considered to be overpaying. At the same time, 85% of the Very Low Income Renter Households are overpaying. The Total Lower Income Owner Households are overpaying in 42% of the cases while 76% of the Total Lower Income Renter Households are overpaying. According to these statistics, there is an important housing overpayment problem for many of the lower income households in Bishop.

6. Housing Age and Condition

Age and condition are important and often inter-connected factors which relate to housing needs and problems. Both are factors which help determine the extent of replacement, rehabilitation or redevelopment needs. In addition, housing condition is a direct indicator of the quality of the housing stock.

Table 4-7 shows both the age and percentage of total housing units for the City of Bishop. The median age range of dwellings in the City of Bishop is estimated at 31 to 40 years. This information also indicates that approximately 13.7 percent of the housing units (244 units) have been constructed within the last 15 years. Housing units over 50 years old number 312 and comprise 17.5 percent of the housing stock.

Table 4-7
City of Bishop Housing Stock Age Distribution

<u>Housing Age Categories</u>	<u>Number of Units</u>	<u>Percentage</u>
Less than 12 years old	95	5.3
12-15 years old	149	8.4
16-20 years old	149	8.4
21-30 years old	397	22.3
31-40 years old	256	14.4
41-50 years old	421	23.7
51+ years old	<u>312</u>	<u>17.5</u>
TOTAL	1,779	100

The condition of the existing housing stock is a factor in helping determine replacement and rehabilitation needs as well as the degree to which the existing housing stock provide adequate housing for the present population.

Housing condition was evaluated in the City of Bishop Housing Assistance Plan (HAP) prepared by the Department of Housing and community Development in 1981. At that time, there were 331 substandard units in the City with 302 (91%) suitable for rehabilitation; another 29 (9%) were estimated to be in need of replacement. A comprehensive housing condition survey has not been conducted since that time. However, the City of Bishop has twice formally applied for funding assistance from HCD for a comprehensive housing condition survey. Each application was turned down. Nevertheless, a windshield survey has been conducted which is summarized in Table 4-8 below.

Table 4-8
City of Bishop Housing Stock Condition
Windshield Survey Results*

<u>Condition Category</u>	<u>Number of Units</u>	<u>Percentage</u>
Sound	1682**	94.5
Minor	45	2.5
Moderate	44	2.5
Substantial	7	0.4
Dilapidated	<u>1</u>	<u>0.06</u>
TOTAL	1,779	100

*Does not include interior conditions

**All mobile homes were considered to be in "sound" condition.

Source: L.K. Johnston and Associates and IMACA, January, 1995

The entire housing stock was surveyed to determine conditions as could be witnessed from a "windshield" perspective. The specific survey results are on file with the City of Bishop. As shown above, the housing stock was considered sound in 94.5% of the cases. There were 45 (2.5%) of the units found to be in need of minor repairs. In 44 (2.5%) of the cases, moderate repairs were needed while substantial repairs were needed in seven (0.4%) cases. Only one unit surveyed was considered to be dilapidated.

Private redevelopment and rehabilitation efforts in the City of Bishop have helped improve the quality of housing. Although poor quality can be found with in nearly every neighborhood, rehabilitation and redevelopment efforts should focus on those areas with concentrations of poor quality housing.

Throughout the life span of a dwelling, many normal maintenance items such as painting, re-roofing and other house repairs are required. To address present housing quality problems, a program to maintain the housing stock in standard condition has been implemented in the highest need area of southeast Bishop. This is

being conducted by primarily by IMACA. This effort is being undertaken to maintain and conserve not only the existing housing supply but the quality of housing stock as well. Low and fixed income households often do not have financial resources nor the qualifications for loans or other assistance to make these repairs. Even when dwellings are rehabilitated, the costs may affect the dwelling's affordability for both home owners and renters.

7. Special Households

The State Department of Housing and Community Development has explained how special housing needs differ from other housing needs in the following terms:

"Special housing needs are those associated with relatively unusual occupational or demographic groups, such as farm workers, or large families, or those which call for unusual program responses, such as preservation of residential hotels or the development of four bedroom apartments."¹

a. Handicapped Households

Households with one or more members who have some physical handicaps sometimes require special design features in the housing they occupy. Some handicapped households also have housing assistance needs. The primary focus of handicapped households as a special need segment is on their number and economic situation.

The needs and problems of the disabled and handicapped population have been described as follows:

The major housing problems of disabled people are the lack of affordable accommodations and inadequate accessibility to newly built or existing housing. These basic problems are caused by a variety of factors: a) subtle, or not so subtle, discrimination; b) lack of financial resources and incentives available to those who want to make their buildings accessible; and d) lack of knowledge as to how accessibility can be improved.

General solutions include: a) public recognition and commitment to correcting the problems; b) education of and dissemination of information to the public and building owners; c) modifications to existing codes and regulations; d) enforcement of existing laws and regulations; and e) increased financial assistance for housing programs.²

¹ State Department of Housing and Community Development, "Housing Element Questions and Answers," March, 1984.

² The Center for Independent Living, Inc., Berkeley and the Northern Section, California Chapter of the American Planning Association, "A Guidebook on the General Plan and Disabled," June, 1981.

The proportion of handicapped /disabled persons is increasing nationwide due to overall longevity and lower fatality rates. According to the 1980 Census, handicapped persons comprised about eight percent of the County's populations. The 1990 Census estimates that 10.5% of the County's population is handicapped while 13.7% of Bishop's population is handicapped.

Housing opportunities for the handicapped can be addressed through the provision of affordable, barrier-free housing. The Housing Element sets forth policies to implement state standards for the provision of handicapped accessible units.

b. Elderly Households

Many senior citizens have fixed incomes and experience financial difficulty in coping with rising housing costs. The financial capacity for coping with increased housing depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior owner.

According to the 1990 Census, there were 805 persons who were 65 years of age or older which represented 23% of Bishop's total population. In addition, there were 414 persons 75+ years of age. Table 4-9 reports on the age distribution of all persons 60 years of age and older in 1990.

Table 4-9
Distribution of Elderly by Age

Age Group	Total	Percentage
60-64	193	19.2
65-74	391	39.2
75+	414	17.5
TOTAL	998	100

(Source: 1990 Census)

The 1990 Census also identified 294 persons 65 years and older living alone. Of that total, 226 (over 75%) were female. Table 4-10 illustrates this information.

The 1990 Census also indicates that almost one half of all owner households are headed by a person age 65 or over (see Table 4-11 below). Some of these households may be on limited income and may not have the resources to keep the unit in good repair. The low income elderly are a logical group for consideration of some form of housing program or rehabilitation assistance.

While few renters are age 65 and over, given the high incidence of elderly home owners, there may eventually be a need for affordable rental units for this population group. Eleven and eight tenths (11.8%) percent of all persons age 65 and over had incomes below the poverty level, in comparison to 15.3% of all persons.

Table 4-10
Seniors Living Alone by Gender

<u>Age Group</u>	<u>Number of Persons</u>	<u>Percentage</u>
Female	226	77
Male	<u>68</u>	<u>23</u>
TOTAL	998	100

Source: 1990 Census

Table 4-11
Elderly Head of Households by Tenure

<u>Occupied</u>	<u>Owner</u>	<u>Renter</u>	<u>Total</u>
<u>Households</u>	<u>Households</u>	<u>Households</u>	<u>Households</u>
Total	790	891	1,681
Head Age 65+	131	167	515
Percent 65+	44%	19%	31%

Source: 1990 Census

Another consideration for the Bishop area is the migration of elderly/retired persons to the area. In general, the Bishop region has much to offer for these in-migrants including comparatively low housing costs, good weather, little crime and many senior services. Those able to move to Bishop usually have sufficient housing equity or incomes to afford the move and to afford comfortable living conditions. There is no or little evidence that a housing problem exists for this group. Nevertheless, as this group continues to grow and mature, there could be long term implications, such as maintenance of housing quality.

Housing needs for Bishop's seniors also are addressed through housing policies and programs for rental subsidies, tenant purchase of mobile home parks, housing rehabilitation and weatherization.

c. Overcrowded Households

In addition to the housing stock, condition and affordability, household size and overcrowding are important housing indicators. Household size is defined as the number of people per dwelling unit. Overcrowding conditions exist when there are more than 1.01 persons per room (the 1.01 factor is established by the federal government as a standard or measure of overcrowding). Both factors indicate whether the existing housing stock meets occupant space needs.

Household size varies between dwelling types, ranging from 2.7 to 2.8 for single family dwellings to 1.3 for apartments. The City of Bishop has an average household size of 2.01 persons (1990). The state average household size was 2.73 persons in 1990. Household size in Bishop has shown a continuous decline over the years. In 1960, the average household size was 3.0 persons. This trend corresponds to reduction in family size, lower birth rates and an increase in elderly migration to Bishop. A decline in household size means that it will require a greater number of dwelling units to house an equivalent size population.

Overcrowding appears to be a function of household size, income and tenure. For example, information from the 1970 Census indicates that 5% of the Inyo County Bishop Community planning area's households encountered overcrowded conditions. Census data for 1980 gives evidence that 68 (4.4%) of the total enumerated 1,560 occupied housing units contained 1.01 or more persons per room. The 1990 Census indicates that, of the 1,681 occupied units in the City of Bishop, 92 (5.5%) contained 1.01 or more persons per room. This is an increase of slightly over 1% from the 1980 Census data.

Although there does not appear to be an overcrowding problem among owner households, there is a higher incidence of overcrowding among renter households; however, few of the units are severely overcrowded. This is detailed in Table 4 - 12.

Table 4-12
Overcrowded Households by Tenure

Occupied Households	Owner Households	Renter Households	Total Households
Total	790	891	1,681
Overcrowded	22 (2.8%)	70 (7.9%)	92 (5.5%)
Severe Overcrowded	5 (0.6%)	12 (1.3%)	17 (1.0%)

Source: 1990 Census

Some localities, which need rental units with additional bedrooms, have established programs to grant a density bonus to developers who build units which can accommodate large families. Other jurisdictions have reduced parking requirements, waived fees or expedited processing of permits for projects providing some additional units with three or more bedrooms. This does not appear warranted for Bishop.

d. Farm Workers

Farm workers are one of seven special needs groups referenced in the state law. According to the US Census, there were 54 Bishop residents employed in the "agriculture, forestry and fishing" occupations in 1990. The majority of persons within this category represent businesses in the field of veterinary medicine, horticulture, and landscaping-not farming. This broad based group of agriculture-related workers constituted 2.4% of all employed residents of Bishop in 1989. The City of Bishop has a large retail trade sector and there are no known farming, forestry or fishing businesses operating in the City at this time. There are no populations of permanent or migrant farm workers in need of housing in the City during seasonal employment. Residents of Bishop who are employed in farming work outside the City and share the same housing stock as all other community workers with residences in Bishop. Given the extremely small number of farm workers within Bishop, the City has chosen to address this special needs group as part of the overall City Housing Program.

e. Female Heads of Household

Census data identifies that 152 female headed households living in Bishop in 1990. As shown in Table 4-13, 89 female headed households were considered to be above the poverty level while the remaining 63 female headed households were below poverty status.

Table 4-13
Female Headed Family Households / Poverty Status

Family Household Type	Number	Percent of Family Households
Single Female Above Poverty Level	89	10.3%
Single Female Below Poverty Level	63	7.3%
Married Couple	668	77.1%
Other	<u>46</u>	<u>5.3%</u>
TOTAL Family Households	866	100

Source: 1990 Census

It also is important to note that of the 152 female headed family households, 114 are households with children. Of these 114 households, 57 (50%) had incomes below the poverty level.

Affordable housing for female heads of households in the City is available and has been provided through present programs. Existing rental assistance programs and the rental rate structure currently existing in the City are adequately addressing the housing needs of this special group. Future need will be accommodated largely through the use of the City's low-moderate set-aside funds.

f. **Large Families**

The 1990 Census data reveals that the average number of persons per household in the City of Bishop is 2.01 persons and that approximately 42% of all Bishop households are occupied by persons living alone.

Large families are defined as households with five or more persons. According to the 1990 Census, there were 68 families of five or more persons living in Bishop in 1990. This figure represents only four percent of Bishop's occupied households. In comparison, 20% of California's households have five or more members. Given the small number of large families residing in Bishop, the City has chosen to address this special needs group as part of the overall City Housing Program.

Table 4-14
Household Size

<u>Number of Persons per Household</u>	<u>Number of Households</u>	<u>Percent of Households</u>
1	795	47%
2	503	30%
3-4	315	19%
5+	<u>68</u>	<u>4%</u>
TOTAL	1,681	100%

Source: 1990 Census

g. **Homeless**

There are many social, economic and physical conditions which have combined to increase the homeless populations throughout the state of California. In September 1984, "families and persons in need of emergency shelter" was

added by state law to the special needs groups to be considered in each jurisdiction's housing element. Housing element law requires an "identification of adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate the development of emergency shelters and transitional housing."

The City's need is very limited; no homeless were counted in the 1990 Census. Inyo-Mono Advocates for Community Action (IMACA) provides services to homeless persons. In 1991, for example, IMACA had \$13,050 allocated for emergency shelter purposes which represents approximately 3,803 person shelter days (PSDs). This aid is offered in two ways; either a motel voucher or a one-time rental assistance. The motel voucher provides approximately 356 person shelter days and the one time rental assistance aides approximately 32 (with 3.6 persons average) for 30 days.

Additional services are provided by Wild Iris, a women's service organization for battered women. Wild Iris operates both temporary and extended shelter programs. The temporary shelter program allows women an overnight stay in a motel and the extended program permits women and their children to stay at the Wild Iris nine-bed facility for up to 30 days.

7. Energy Conservation

Energy used for space heating, air conditioning, and water heating is the major utility cost faced by renters and homeowners. Electricity, propane, wood and oil are the main sources of energy used. Firewood is the single largest source for space heat; the surrounding national forest lands allow wood cutting for home use for a small fee. Firewood also may be purchased from local suppliers. However, many households rely on other forms of energy for a number of reasons. These include personal preference, lack of wood cutting/gathering equipment, lack of wood-burning stoves, no wood storage areas, ash disposal problems, etc. Many rely on electricity for water heating, water heating being second only to space heating / air conditioning in total household use. Water heating by electricity is the most expensive water heating energy source and can run over \$100 per month.

The large number of older homes in Bishop adds to the problem of high energy costs for heating and cooling. Insulating poorly insulated homes could markedly decrease energy costs in Bishop's cold winters and hot summers. Weatherization of homes is the most effective way to reduce energy costs. The most effective weatherization activities include caulking, weatherstripping of windows and doors, installing gaskets behind switch plates, replacing broken window panes, rehabilitating window frames and sashes, building and installing storm windows, and adding wall or ceiling insulation. Potential savings due to reduced heating costs may range from 25% to 50% or more depending upon the extent of weatherization activities.

IMACA administers the Weatherization, Energy Assistance and some of the Southern California Edison (SCE) energy conservation programs. All these programs are designed to aide low income families. Monthly, IMACA organizes the weatherization of 5 to 5 homes in Inyo County. Tasks performed include caulking windows, insulating the attic and water heaters, and replacing windows. The overall cost for weatherization assistance cannot exceed \$4,000 per unit.

IMACA also administers the Energy Crisis Intervention Program (ECIP) which assists approximately 100 low income households during the winter and 90 to 95 households during the summer.

Southern California Edison sponsors three additional energy conservation programs all are geared for helping low income households. The Light Bulb Program distributes up to six florescent bulbs to each low income household (florescent light bulbs are more energy efficient than incandescent bulbs). In 1994, 118 households received florescent bulbs from this program. The second program is for households with all electric fixtures. Through IMACA, SCE provides these customers with portable space heaters and comforters to help reduce overall use of electricity. The third program is the SCE WEAFF Program. WEAFF is designed to assist with utility payment subsidy with a \$150 maximum (average \$119) payment. Approximately 30 households were assisted in 1994 under this program.

DWP also provides an energy conservation program including light bulb replacement, water conserving devices and provision of water heater insulating blankets.

Other ways of conserving energy include the use of solar energy such as solar water heating systems. Properly designed and installed domestic solar hot water systems can conservatively save 50% or more on annual hot water costs. Wood burning stoves also can be plumbed to circulate water for water heating systems. Other easy to install, affordable energy saving systems include enclosing existing south facing porches during winter with thermo-pane glass or other similar material. Such installations can prove cost effective in reducing overall energy costs.

B. Projected Housing Needs

This section of the Housing Element discusses the various factors which induce a demand for housing. The factor include a review of population and employment trends as well as the City's housing assistance need, that is, the "share of regional housing need."

According to the Federal Census, between January 1980 and January 1990, the population of Bishop increased by 142 persons. Concurrently, the City's housing stock had a net positive change of 67 dwelling units between the 1980 Census and the 1990 Census. Table 4-15 summarizes the population and housing stock changes from 1970 to 1990. In the 20 year period, the City gained 329 units while the population actually decreased from 3,498 in 1970 to 3,475 in 1990.

Table 4-15
City of Bishop
Population and Housing Stock Trends
(1970 to 1990)

<u>Year</u>	<u>Population</u>	<u>Incremental Increase</u>	<u>Housing Stock</u>	<u>Incremental Increase</u>
1970	3,498	---	1,450	---
1980	3,333	-165	1,712	+262
1990	3,475	+142	1,779	+67

Source: US Census

1. Employment Trends

Total 1989 employment in Inyo County was 7,355 jobs with the City of Bishop and adjacent areas (the "Greater Bishop" area - zip code 93514) providing 4,893 of those jobs. Bishop's share of County employment was 66.5%, a slight increase from the 1983 share of 64.6 percent. The distribution of employment by sector is shown in Table 4-16.

Table 4-16
City of Bishop and Adjacent Areas (Zip Code 93514)
Distribution of Employment by Sector

<u>Sector</u>	<u>% of Total Employment</u>
Agriculture, forestry, fisheries	2.4
Mining	3.8
Manufacturing	4.5
Construction	4.3
Transportation, communications, utilities	3.9
Wholesale trade	5.0
Retail trade	32.3
Finance, insurance, real estate	3.4
Services	24.6
Government	15.8

Source: US Census

One measure of the balance of a community's employment opportunities with the needs of its residents is through a "jobs - housing balance" test. Generally, a balanced community would have a match between employment and housing opportunities with a ratio of one job for every housing unit, theoretically enabling most residents to also work in the community. In January 1990 there were approximately 0.97 jobs per household in Inyo County. In other words, most workers in Inyo County live within the County. This should not be surprising since the distance from most Inyo County towns to other work places outside the County is quite large. For the Greater Bishop area, there were 4,560 housing units in 1990 and, as mentioned above, there were 4,892 jobs. This is a ratio of 1.07 jobs per household. This is an indicator that a satisfactory "jobs - housing balance" exists in the Greater Bishop community. The Economic Development chapter of the Bishop General Plan has additional employment trend information.

2. Housing Development Needs

As pointed out previously, the number of dwelling units in the City of Bishop increased from 1,712 units in 1980 to 1,779 units in 1990. This represents an increase of 67 dwelling units (3.9% increase) for the 10 year period. During the same time, the population increased by 142 persons; from 3,333 to 3,475 (4.2% increase). From a longer term perspective, the population in 1970 was 3,498 actually decreasing by 23 persons to 3,475 in 1990 (0.07% decrease). During this same 20 year period, the number of housing units increased by 329 units, from 1,450 in 1970 to 1,779 in 1990 (22.7% increase). Major gains were made in providing housing units in the City while the population slightly declined during this 20 year period.

In order to maintain an adequate supply of housing in the City of Bishop, the Regional Housing Needs Plan for Inyo County, completed in January 1992, recommends that 119 additional households be accommodated within the City of Bishop between January 1, 1992 and July 1, 1997. These 119 units are broken into "Household Increase" units, 1991 Vacancy Need units, 1997 Vacancy Need units, and Replacement Need units. As shown in Table 4-17, the regional housing distribution is: Household Increase - 63 units, 1991 Vacancy Need - 28 units, 1997 Vacancy Need - 5 units, and Replacement Need - 23 units.

The Regional Housing Needs Plan also allocates housing needs by income category. Table 4-17 also shows the breakdown of the 119 units by income grouping. As can be seen in this Table, 21 units would be needed for the "very low" category, 17 units would be needed for the "other lower" group, 13 units would be needed for "moderate" income households, and 68 units would be needed for the "above moderate" income level. The Household Increase units (63 units of the 119 units required) are shown distributed by income category in Table 4-18 and compared to Inyo County.

Table 4-17
Basic Construction Needs
in the City of Bishop and Inyo County
January 1991 to July 1997

<u>By Component</u>	<u>City of Bishop</u>	<u>Unincorporated</u>	<u>Total County</u>
Household Increase	63	251	314
1991 Vacancy Need	28	-5	23
1997 Vacancy Need	5	42	47
Replacement Need	<u>23</u>	<u>93</u>	<u>116</u>
TOTAL	119	381	500

<u>By Income Group</u>	<u>City of Bishop</u>	<u>Unincorporated</u>	<u>Total County</u>
Very Low	21	117	138
Other Lower	17	57	74
Moderate	13	90	103
Above Moderate	<u>68</u>	<u>117</u>	<u>185</u>
TOTAL	119	381	500

Source: Regional Housing Needs Plan for Inyo County, Effective May 5, 1992

Table 4-18
Household Increase by Income Group
in the City of Bishop and Inyo County
January 1991 to July 1997

<u>Income Group</u>	<u>City of Bishop</u>	<u>Unincorporated</u>	<u>Total County</u>
Very Low	11	77	88
Other Lower	9	38	47
Moderate	7	59	66
Above Moderate	<u>36</u>	<u>77</u>	<u>113</u>
TOTAL	63	251	314

Source: Regional Housing Needs Plan for Inyo County, Effective May 5, 1992

3. Quantified Objectives

As discussed in previous sections, there are several special household groups that could benefit from added housing in the City of Bishop. These include the elderly, female headed households, and households with large families. In Bishop, the low income elderly are a logical group for targeting production, rehabilitation and conservation of housing. Conservation of housing occurs by keeping the housing available to the various income levels through programs such as Section 8 or weatherization. The objectives for construction, rehabilitation and conservation by income group are shown in Table 4-19. A yearly average for construction, rehabilitation and/or conservation would yield about four units for the "very low" category, three units for the "other lower" category, two units for the "moderate" category, and 13 units for the "above moderate" income category.

Table 4-19
Quantified Objectives by Income Group
in the City of Bishop

<u>Income Group</u>	<u>Construction</u>	<u>Rehabilitation</u>	<u>Conservation</u>	<u>Total</u>
Very Low	5	11	5	21
Other Lower	5	10	2	17
Moderate	5	5	3	13
Above Moderate	<u>48</u>	<u>3</u>	<u>17</u>	<u>68</u>
TOTAL	63	29	27	119

IV. HOUSING RESOURCES AND CONSTRAINTS

This section of the Housing Element provides an inventory of resources and constraints relevant to residential land supply and development in the City of Bishop. Under present law, the Element must include an inventory of resources and constraints. The inventory should consider land suitable for residential development, vacant sites and sites having potential for redevelopment. It also should analyze the relationship of zoning and public services to potential residential sites.

A. Land Use

The Land Use Element of the Bishop General Plan contains goals and policies that describe the nature, location, extent, and intensity of land uses within the incorporated areas of the City. The focal point of the Land Use Element is the Land Use Map. This Map indicates where specific types of land uses will be permitted, thus guiding future development in Bishop. Residential land uses comprise approximately 40 percent of the City's land area. Of the ten land use designations identified in the Land Use Element, four deal primarily with residential development. These four are described below.

1. Low Density Residential (LDR - 2.0 to 5.0 Dwelling Units / Acre)

This residential category typically consists of single family dwelling situated on individual land parcels ranging in size from 8,700 to 22,000 square feet. The Land Use Element designates 50± acres for low density residential uses.

2. Medium Density Residential (MDR - 5.1 to 9.9 Dwelling Units / Acre)

This residential category consists of single family dwellings situated on individual land parcels, two single or attached dwellings (such as duplexes or triplexes) on individual parcels, and mobile home subdivisions. Overall land use requirements average from 4,400 to 8,000 square feet of land per dwelling unit. The Land Use Element designates 211 acres for Medium Density Residential uses.

3. Medium-High Density Residential (MHDR - 10.0 to 22.0 Dwelling Units/Acre)

This residential land use category is characterized by single family town houses, patio homes, duplexes, triplexes, garden apartments and mobile home parks. Gross site area per dwelling unit ranges between 2,000 and 3,500 square feet per dwelling unit. The Land Use Element designates 52 acres for Medium-High Density Residential uses.

4. High Density Residential (HDR - 22.1 to 35.0 Dwelling Units/Acre)

This residential category is characterized by cluster dwelling accommodations including multi-story apartment houses and condominium developments. Land occupation requirements range from 1,250 to 2,000 feet of gross area per dwelling

unit in this housing classification. The Land Use Element designates approximately 143 acres for High Density Residential uses.

B. Site Inventory

The City of Bishop has approximately 400 acres of undeveloped land within the city limits. As displayed in Table 4-20, there are 141 acres of undeveloped, utility serviceable, residentially designated land. The remaining undeveloped acreage is either designated for non-residential uses (such as commercial or industrial) or is not serviceable with utilities. As shown in the table, the 141 acres of developable land would accommodate between 2,127 and 3,479 residential units if built to the allowable density as designated on the Land Use Map.

However, of the 141 acres there are only about six acres of privately held residential lands; the remaining 135± acres are all owned by the City of Los Angeles Department of Water and Power (DWP). Historically, the land held by DWP has not been available for development of residential uses. As can be seen in Table 4-20, realistically, only 91 - 148 potential units are possible on the current privately held land base. Nonetheless, this is enough to meet the quantified objective of 63 units during this five year planning period (with 21 units to be rehabilitated, 27 others to be conserved; 119 total). If additional land is released from DWP for residential development, there would be ample land available to accommodate the required fair share of the regional housing needs during the five year plan.

Table 4-20
Vacant Lands Site Inventory

Land Use	Total Acres Undeveloped	DWP Owned	Potential	Privately Owned	Potential
			DWP DUs		Private DUs
LDR (2-5 DU/A)	28	27.4	55 - 136	0.6	1 - 3
MDR (5.1-9.9 DU/A)	23	21.5	110 - 213	1.5	8 - 15
MHDR (10-22 DU/A)	3	3	30 - 66	0	0
HDR (22.1-35 DU/A)	<u>87</u>	<u>83.3</u>	<u>1841 - 2916</u>	<u>3.7</u>	<u>82 - 130</u>
TOTAL	141	135.2	2036 - 3331	5.8	91 - 148

C. Evaluation of Potential Governmental Constraints

According to state law, local housing elements must contain an analysis of potential and actual governmental constraints upon the maintenance, improvement or development of housing for all income levels. The potential and actual constraints included and required in the scope of analysis are listed below:

- Fees and Site Improvement Costs
- Processing and Permit Procedures
- Building Codes
- Land Use Controls

The law does not imply that the above factors are actually constraints to all jurisdictions. However, Article 10.6 requires a descriptive analysis of these factors to determine if any of them act as constraints to the maintenance, improvement or development of housing in a local community.

1. Fees and Site Improvement Costs

The City of Bishop assesses fees for the processing of building permits and land use approvals. The City uses a permit fee schedule to determine the cost of a building permit; it is based on the valuation of the project at hand. As an example, a \$65,000 valued project would be charged a building permit fee of \$328.00. A project valued at \$100,000 would be charged \$433.00. Plan check fees are 65% of the building permit fee. These fees are similar to fees charged in other jurisdictions and are not considered a significant constraint to housing; the fees help offset the costs of inspection. The building permit fee schedule is available at the City offices and is periodically updated.

Processing costs for a general plan amendment, zone change and/or use permit are minimal. For example, there is no fee for a general plan amendment, a zone change costs \$150, while a use permit costs only \$50. A negative declaration is processed free of charge. Environmental Impact Reports are contracted out at cost. There are no parkland dedication fees or requirements. Processing costs do not pose serious impact on the production of housing in Bishop.

The City of Bishop owns and operates the sewer and water system. Unlike many jurisdictions in the state, Bishop does not charge a hookup fee for these services. There is a labor cost, averaging about \$700 per hookup, to offset the costs of the physical connection to the sewer line and/or water line. However, it is expected that any other sewer and water system improvements, if needed, be funded by builders. The fact that there are no hookup fees provides a substantial incentive for development of housing. Common trenching for utilities is encouraged where allowable by state health codes.

Site improvements are the responsibility of the developer of housing projects. These include sidewalks, curb, gutter, street lights and roadway improvements as needed to meet City standards. The standards are typical of small communities. Fees are otherwise not charged. The City has no special requirements such as landscaping, fencing and sprinkler systems. Again, there is very limited impact on housing costs from City imposed regulations.

There are no fees for off site improvements such as traffic signals, light standards or other off site roadway improvements. Again, the lack of fees provides a substantial incentive for development of housing.

School impact fees are charged by the respective school districts. The maximum fees charged are determined by state law. This is a fee commonly charged throughout the state; it is the only locally imposed fee that might be considered a constraint on the production of housing. A typical fee in 1992 for a 1500 square foot house would be \$2,370 (@\$1.58 / sf). The fee is periodically raised in accordance with state law (note: the February 1995 rate is \$1.72 per square foot). The fee is set by the school districts and the City can not change or reduce the fees established.

2. Processing and Permit Procedures

When residential projects are initiated in the City, specific approvals are required which can involve Planning Commission action, City Council action, permits and inspections. Table 4-21 indicates the average processing times for the various processes. The time frames indicated suggest a relatively fast processing time in all categories and are not considered constraints to the development of housing.

Table 4-21
City of Bishop
Approximate Development Processing Time

Process*	Time (days)
General Plan Amendment	120
Zone Change	March and September**
EIR	120
Tentative Tract Map	90
Site Plan Review	10
Variance	90
Use Permit	90
Building Permit / Plan Check	15

*processing time commences when applications are accepted as complete

**normally processed in the same time frame as a general plan amendment

Source: City of Bishop, 1992

Although there is no officially designated "one stop" processing of permits, there is only one stop since the planning, building and public works departments are housed at the same location and utilize at the same front counter.

3. Building Codes

The City of Bishop has adopted the Uniform Building Code (UBC) which establishes standards for new construction within the jurisdiction. The City could establish more stringent standards but has not done so. Relative to other jurisdiction in the state,

there are no special building code constraints present that would inhibit housing construction.

4. Land Use Controls

In some jurisdiction, the land use element, zoning code and/or subdivision ordinance impose potential constraints on housing, especially affordable housing. In Bishop, these regulations contain no unusual or stringent provisions that would unduly inhibit production of housing. The Land Use Element provides a wide variety of residential densities. These include single family, duplex, triplex, apartments, condominiums, mobile home subdivisions, mobile home parks, and "granny units" on single family zoned properties.

The City of Bishop has no unusual or prohibitive lot coverage requirements. Unit size is controlled only through the lot coverage requirement; there are no minimums or maximum unit sizes required by the City except through the UBC. Height requirements are also not unduly restrictive; there is a two story maximum for single family units and a two story maximum for multifamily units. There are neither open space dedication requirements nor design review requirements in Bishop; the free market place dictates open space and design. The City allows manufactured housing meeting the UBC requirements. Density bonuses are allowed in the City in accordance with state law. Small lot and/or zero lot line developments are allowed but few have been proposed. Overall, the City imposes no unusual requirements or regulations that would impose constraints on housing production. In fact, compared to almost all other cities in the state, the City of Bishop has hardly any unusual constraints either through fees, regulations or land use requirements.

The State of California has imposed potential constraints on housing through the requirement of Comprehensive Land Use Plan (CLUP) in relation to airports. Inyo County has adopted the Bishop CLUP which deals with noise and safety issues from the Bishop Airport. Due to the proximity to airport operations, proposed residential development in the vicinity of the designated safety / noise zones in the CLUP would have to be reviewed by the Airport Land Use Commission. The area in question is found in the northeast corner of the City where the majority of land in the City limits has been designated for commercial or industrial development. These types of land use tend to be more compatible with airport operations than residential uses.

D. Non - Governmental Constraints and Market Constraints

Limited private land resources, high housing costs in relation to incomes, and possible community attitudes are the most likely constraints to achieving the objectives of the Housing Element. Fees and site improvement costs, processing and permit procedures, building codes, land use controls, availability of public services and environmental considerations are important but do not impose significant constraints in Bishop. High

finance and building supply costs, while significant constraints, are national in scope and widely recognized.

1. Limited Land Resources

The City of Los Angeles Department of Water and Power (DWP) is a significant land owner in the City of Bishop as well as the entire Owens Valley. As noted in previous sections, the total area of serviceable and residentially designated DWP-owned land in the city limits of Bishop could accommodate over 3000 dwelling units (see Table 4-20). This is almost twice the number of dwelling units in the City of Bishop in the 1990 Census. However, DWP plays a very small role in the provision of housing. In fact, DWP has reduced their total housing stock through the demolition of older dwellings on DWP land.

Without digressing into details, the purpose of DWP in the Owens Valley is to procure water for southland uses. DWP has secured land and water rights throughout the Bishop region and generally has not released land for residential development. Where DWP has released land for development, it primarily has been for non-residential uses. This policy has severely restricted housing development in Bishop and the Owens Valley. It remains the number one housing growth constraint in Bishop. Some have said that the "only thing worse than DWP is not having DWP."

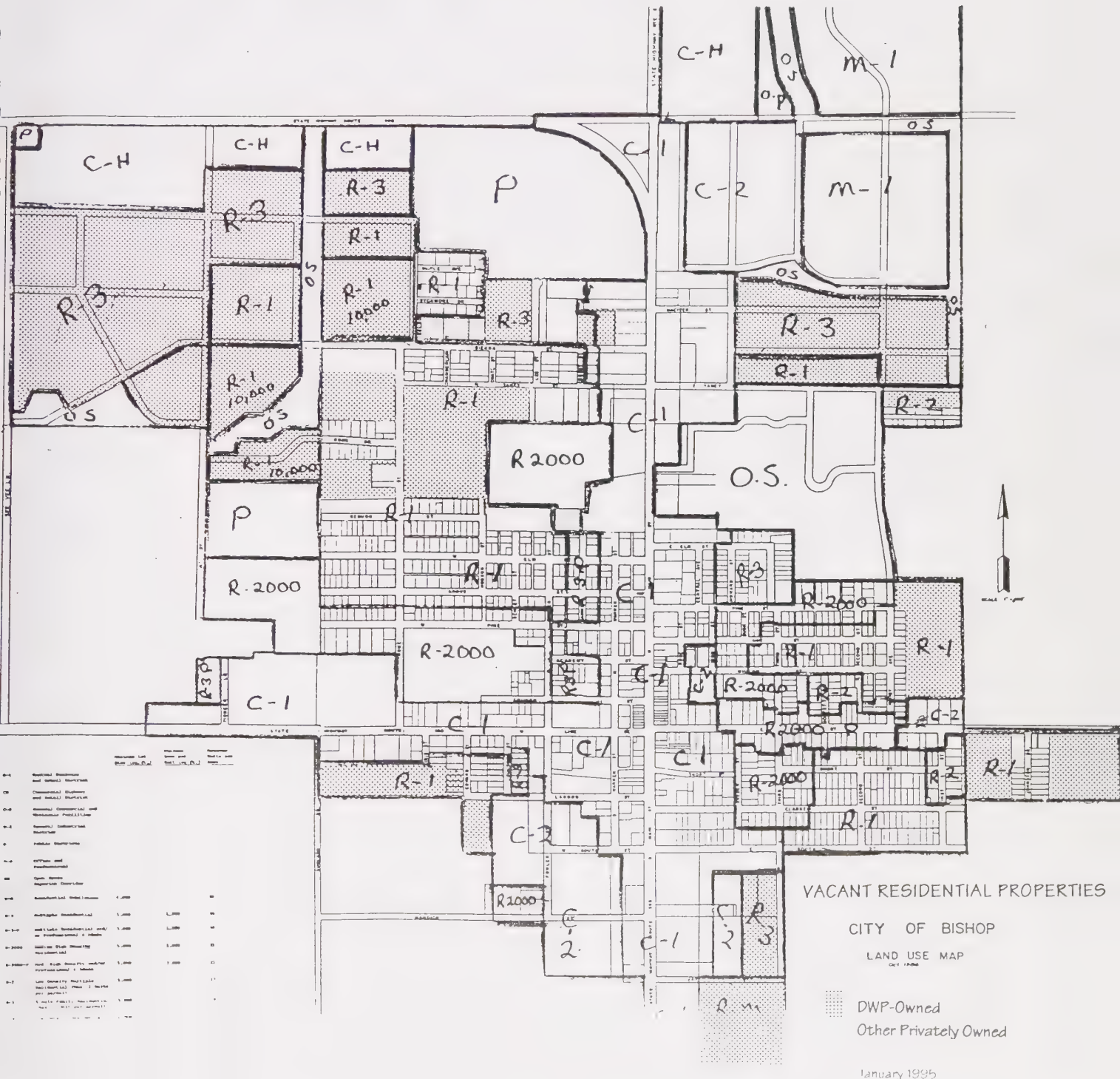
Although DWP lands nearly surround the City of Bishop, on the west side of the corporate limits is found the Piute- Shoshone Indian Reservation. The City of Bishop's western boundary abuts against this self directed and nearly autonomous nation; neither is it subject to City regulations nor to state mandates such as housing elements. Because of its location and size, the City is constrained in developing in that direction. This constraint adds to the limited land resource available to the City in meeting housing requirements.

The remaining acreage of privately held, developable property in the City of Bishop (estimated at about six acres excluding a few, vacant scattered lots) is very limited. Fortunately, the zoning of these few acres should make it possible to meet the City's obligation under the Regional Housing Needs Plan, at least during this five year planning horizon (also see Figure 4-1, Vacant Lands Area Map)

2. Affordability

The ability of people to pay for housing without sacrificing other essential household income needs is one of the most important factors in any housing market. Household income establishes the limits of affordability while other factors, related to land, financing and construction, establishes the cost to the consumer. The interrelated factors combine to determine, in a large sense, who can and cannot reside in a community.

Figure 4-1 Vacant Lands Area Map



Housing costs as a constraint on affordability must be examined in light of the rental and ownership costs within the means of various economic segments. State law identifies four economic segments as follows:

- ° Very Low Income
- ° Low Income
- ° Moderate Income
- ° High Income

The annual income limits of these four groups are further defined by the US Department of Housing and Urban Development in reference to the median income for Inyo County. In 1991 the median income for all households was estimated to be \$33,200. For comparison purposes, the median household income for Mono County in 1990 was \$36,500.

Affordable housing costs for 1991/1992 are estimated in Table 4-22. The affordable housing costs are computed on a basis of 30% of monthly income. The affordable ownership costs or purchase price of a home are calculated on the basis of the rule of thumb of 2.5 time the annual household income. These affordable housing costs can then be compared to the prevailing costs in Bishop. The 1990 Census noted the median value of Bishop's owner occupied units to be \$106,900 and the median cost of renter occupied housing units to be \$345 per month.

Table 4-22
Affordable Inyo County Housing Costs

Household Size	Very Low Income	Affordable Rent	Housing Cost (Ownership)	Low Income	Affordable Rent	Housing Costs (Ownership)
1	\$11,750	\$294	\$29,375	\$18,800	\$470	\$47,000
2	13,450	336	33,625	21,500	538	53,750
3	15,100	378	37,750	24,200	605	60,500
4	16,800	420	42,000	26,900	673	67,250
5	18,150	454	45,375	29,050	726	72,625
6	19,500	488	48,750	31,200	780	78,000
7	20,850	521	52,125	33,350	834	83,375
8	22,200	555	55,500	35,500	888	88,750

Note: Income includes wages, salaries, social security, pensions, tips, general relief, AFDC, disability insurance, unemployment insurance, interest from assets, etc., received by all family members.

Source: US Department of Housing and Urban Development, 1991.

3. Cost of Housing - Rentals

Advertised rental rates in the City of Bishop compiled from the Inyo Register newspaper between April 1991 and April 1992 were examined. Rental rates ranged from \$220 to \$600 per month for one bedroom apartments, \$350 to \$650 per month for two bedroom apartments and \$445 to \$590 per month for three bedroom apartments (IMACA reports a \$75 to \$100± increase in the above rates as of 1994).

A substantial number of single family homes (91 dwellings) also were listed for rent in Inyo County. The Bishop area had 70 houses advertised for rent between 1991 and 1992 with average rents of \$397 per month for one bedroom houses, \$566 per month for two bedroom houses and \$834 per month for three bedroom houses.

Mobile homes and duplexes offered a third rental option in Inyo County. The Bishop area had 25 mobile homes available for rent. Mobile home rental rates ranged from \$250 to \$650 per month excluding park space rents. A total of nine duplexes were available for rent within the City of Bishop ranging in price from \$250 to \$570 per month.

Twelve of the advertised rentals met the affordability needs of low income households and five of the 13 advertised rentals met the affordability needs of very low income households (as calculated by The Planning Center).

4. Cost of Housing - Ownership

Sierra Homes publishes a weekly real estate magazine which is distributed with the Inyo Register newspaper. In the publication of the last week of May 1992, a number of single family ownership opportunities were listed in the City of Bishop. The range of costs were from \$132,000 for a one bedroom house to \$275,000 for a three bedroom house. None of the single family homes listed met the Very Low or Low income criteria (as calculated by The Planning Center).

On the other hand, of the five mobile homes listed, all of the mobile homes met the Low Income criteria and three of the mobile homes met the Very Low income criteria. Costs ranged from \$8,950 for a one bedroom mobile home to \$19,500 for a three bedroom model; all excluding rental space costs. The average cost was \$15,590.

Mobile homes exist as an alternative to traditional single family dwellings in the Bishop area and provide about 20% of the City's housing supply. Typical criteria related to financing mobile homes varies with each lender. As an example, there is usually a 15% down payment, 10% fixed rate of interest on a 20 year note, and the ratio of net income to debt is 40 to 50%. Space rental, as determined from a survey of local mobile home parks, was approximately \$300 per month in 1992 including sewer, water and garbage collection costs.

5. Land Prices

Land costs are a major contributor to overall housing production prices. The relatively small amount of privately owned vacant land appears to contribute to the cost of land, at least as compared to a similar community without the constraints noted previously. As a result the "filtering down" process, which can enable lower income or first-time buyers to enter the housing market, is affected. Vacant lots in Bishop are few and those that are for sale are relatively costly. For example, one of the lots for sale in 1992 in Bishop was listed for \$79,950.

6. Construction Costs

Construction costs include materials, labor, construction financing and builder profit. These costs will vary depending on structural requirements (such as snow, wind and seismic conditions) and by the quality of the construction (such as roofing materials, carpeting, cabinets, bathroom fixtures and other amenities). Because of these factors, it is hard to establish an absolute measure of construction cost. According to the Construction Industry Research Board, construction costs for wood frame, single family homes of average to good quality range from \$45 to \$55 per square foot; custom homes and units with extra structural requirements or amenities can run much higher. For example, in Mammoth Lakes where snow loads are significant, construction costs can be \$90 per square foot or more.

Lower costs can be achieved by reducing amenities and using lesser quality building materials, decreasing construction financing costs and builder profit, and utilizing alternative construction methods such as manufactured housing. Savings can be made by mass production methods and can be of particular benefit when density bonuses are utilized for the provision of affordable housing.

7. Conclusions

Housing, its availability, affordability, selection, and quality directly determine who will be able to reside in a community. With the planning area's service industry economy, this aspect of community development becomes even more critical. The recreational based service economy depends on a labor pool of individuals working in relatively low paying jobs. Lack of suitable housing can ultimately be reflected in either higher wages or a shortage of employees, or both. Forest Service and Bureau of Land Management officials have reported that present housing market conditions have had a negative impact on their ability to attract and retain skilled personnel in key positions. High housing costs are often cited as the basic problem. Affordable housing will exercise a substantial control over this and other aspects of the local economy.

Programs such as HUD Section 8 housing assistance and programs under the California Housing Finance Agency have been designed to provide housing assistance

In Bishop. Rental subsidy programs are also a way to assist with making housing affordable. An increase in the supply of rental units could help alleviate some of the potential problems of low income jobs versus high housing costs. Although there appears to be little activity in converting apartments to condominiums, this should be encouraged so that low income individuals may also have the opportunity to become owners instead of life long renters. The provision of lower cost mobile homes and modular housing are also ways for low income renters to become owners, thereby building equity instead of collecting rent receipts. Methods to assist persons without sufficient incomes or equity are needed so that everyone has the opportunity to achieve a part of the "American dream" of home ownership. Self-help housing construction projects and non-profit housing corporations are some of these methods. Full financing of mortgages which require only small up front costs (versus the requirement of 5% or 10% down payment) is another approach. And lastly, the need to work with DWP in securing adequate residential land within the present urban boundary will be essential for long term housing opportunities in the City of Bishop. Other programs are described under Item F (Affordable Housing Resources).

E. Potential Loss of Affordable Housing

According to the State Department of Housing and Community Development and the County's Housing Authority, IMACA, there are no federally assisted projects in Bishop which are at risk of losing their affordability component.

F. Affordable Housing Resources

1. Redevelopment Set-Aside

a. Legislative Background

State Redevelopment Law provides the mechanism whereby cities and counties can establish a Redevelopment Agency. The Agency's primary purpose is to provide the legal and financial mechanism necessary to address blighting conditions in the various means under state law for financing redevelopment implementation. The most useful of the provisions is tax increment financing. This allows property within the Redevelopment Project Area to be "frozen" at the current assessed level when the redevelopment plan is adopted. Generally, as the property value in the Project Area increases, the taxes accrued above the "frozen" level are distributed to the Redevelopment Agency. These funds can then be used for redevelopment projects.

Since the enactment of the original Redevelopment Law, the state legislature has changed the requirements so that redevelopment agencies must assist in the provision of low and moderate income housing. The requirements generally fall into three basic categories as follows:

- 1) Expenditure of 20% of the tax increment revenue to increase and improve the supply of low and moderate income housing in the community.
- 2) Require that redevelopment agencies replace low and moderate income housing which is eliminated as a result of redevelopment activities.
- 3) Require that a portion of all housing constructed in a redevelopment project area be affordable to low and moderate income persons and families.

These requirements for low and moderate income housing can provide a significant source of funding for a community's housing programs. State law sets forth a variety of options for localities to expend their housing funds including the following:

- Land disposition and write-downs
- Site improvements
- Loans
- Issuance of bonds
- Land and building acquisitions by agencies
- Direct housing construction
- Housing rehabilitation programs
- Rent subsidies
- Redevelopment funds
- Administrative costs for non-profit housing corporations

b. Bishop's Redevelopment Agency

In the mid 1980's, the City of Bishop established its own Redevelopment Agency. In 1992, City officials began discussing the establishment of a Redevelopment Plan and Project Area in order to plan and finance redevelopment opportunities and incentives. To date, the Plan and Project Area have not been adopted. If and when such a Plan is adopted, the Redevelopment Agency must develop an overall strategy for expenditure of its redevelopment set-aside funds. As the fund is not restricted to assisting only lower income households, the Agency may be interested in targeting a portion of the funds toward land write-downs for senior affordable projects, augmenting funding to existing rental assistance and rehabilitation programs and other similar programs. Several of the Housing Element's programs could be assisted by set-aside funds if and when the Redevelopment Plan is adopted.

2. Community Development Block Grant (CDBG)

Another resource available to and used by the City to improve the quality of life for existing residents is CDBG funds. Funds have been used for a variety of projects benefitting low and moderate income households. Block grant monies can be used with a variety of programs including rehabilitation, repair and loan programs. The State Department of Housing and Community Development (HCD) administers the federal CDBG program for non-entitlement cities and counties of which Bishop is eligible. The City of Bishop or the designated housing authority (IMACA) will pursue CDBG funding to finance rehabilitation efforts through the following programs:

- ° **Rental Rehabilitation Loan Program** - Provides up to 50% of the cost of rehabilitation of lower income housing units.
- ° **Home Improvement Loan Program** - Provides up to a \$20,000 loan at 3.9% based on the need and ability to repay the loan over a maximum five year period.
- ° **Deferred Loan Program** - Provides long term, zero interest loans generally up to \$15,000 to very low income property owners whose annual incomes are insufficient to obtain home improvement loans from private lending institutions.
- ° **Home Repair Program** - Provides repair grants to homeowners over 60 years of age or persons of any age who are permanently disabled.

3. Section 8 Rental Assistance

The Section 8 rental assistance certificates extend rental assistance to low income families and elderly or handicapped which spend more than 30% of their income on housing. The subsidy represents the difference between the excess of 30% of the monthly income and the actual housing cost. The voucher program is similar to the Section 8 Certificate Program although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing and, unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area provided the tenant pays the extra rent increment (vouchers are limited to the standard payment versus fair market rent; standard payment is usually lower than fair market rent).

4. Mobilehome Park Resident Ownership Program (MPROP)

This program, offered by HCD, provides financial and technical assistance to mobilehome park residents who wish to purchase their mobilehome parks and convert the park to resident ownership. Loans are made to low income mobilehome park residents or to organizations formed by park residents to control their housing costs. Seven percent (7%) simple interest short term loans are offered to cover the costs of park ownership conversion and long term loans up to 30 years for purchasing the park. Applications must be made by mobilehome park residents (who must form a resident organization) and a local public entity as co-applicants. HCD has issued a Notice of Funding Availability for the MPROP and will award funds on a competitive basis.

With nearly 20% of Bishop's housing stock comprised of mobilehome units, this is an important program to allow tenants to control their housing costs. Where the present owner is a willing seller, the City will facilitate use of this program by advertising its availability to mobilehome park residents and by serving as co-applicant for resident organizations applying to HCD for funding.

5. Senior Shared Housing

Many seniors who prefer to live independently resort to institutionalized living arrangements because of security problems, loneliness or an inability to live entirely independently. A shared housing program assists seniors in locating roommates to share existing housing in the community.

The Inyo - Mono Area Agency on Aging (IMAAA) operates an informal senior shared housing program which has made a few roommate matches in Inyo County. The program matches senior homeowners with roommates thereby generating additional income to support the household. IMAAA is expanding its share housing program by posting advertisement at senior centers throughout the county and establishing a roommate list. The City will pursue CDBG on behalf of IMAAA to support the expansion of this service.

6. First - Time Home Buyer Program

The County's First - Time Homebuyer Program offered a 30 year, low interest, fixed rate mortgage for first time home buyers. Purchase price for existing homes was \$113,130 and \$128,700 for newly built homes. Income limits were \$39,800 for resale and \$45,770 for new construction. Although this program is not currently offered within the County, IMACA is studying the program for possible inclusion to the services they provide.

7. Single Room Occupancy (SRO)

The closure of a motel can open up opportunities for conversion of existing units into transitional housing units called SROs. SROs are like apartments with the exception that common kitchen facilities may be used when separate facilities are not available in each unit. SROs are less costly to rent and maintain than full service units. The City of Bishop and IMACA have already converted a motel into affordable apartments for senior housing; however, in this instance, separate kitchen facilities were provided.

During the planning period, the City of Bishop will consider the adoption of a Single Room Occupancy Housing ordinance to encourage the development of affordable housing from this potential resource. Guidelines for the development of SROs will be coordinated between the City of Bishop and the Bishop Redevelopment if a Redevelopment Plan is adopted.

8. Density Bonus Law

State Government Code Section 65915 provides for the granting of a density bonus or other incentives of equivalent financial value when a developer of housing agrees to construct at least one of the following:

- a. Twenty percent (20%) of the total units of a housing development for persons and families of lower income as defined in Section 50079.5 of the Health and Safety Code.
- b. Ten percent (10%) of the total units of a housing development for very low income households as defined in Section 50105 of the Health and Safety Code.
- c. Fifty percent (50%) of the total dwelling units of a housing development for qualifying senior residents as defined in Section 51.2 of the Civil Code.

The City of Bishop can utilize the Density Bonus Law as an incentive to developers to provide low income housing, senior housing or both to provide a balance of housing opportunities in the City. As part of the density bonus program, the City may consider granting a density bonus to the project's existing maximum allowable density, or in lieu of granting a density bonus, the City may grant an incentive of direct financial assistance to the developer. This might include land write-downs or payment for on and off site public improvements. The City also may provide incentives in the form of financial help directly to the resident such as through rental and mortgage assistance payments. In order to ensure the long term affordability of these units to low and moderate income households, the developer may be required to enter into a development agreement or other binding contract with the City. As a means of encouraging developers to take advantage of density bonuses, an informational handout will be developed and made available to the public.

9. Mortgage Revenue Bonds

This type of loan, financed under the National Housing Act, provides an underlying subsidized mortgage with maximum rents based upon the lower financing costs of the owner and the rent level that low income households could be expected to afford. The City of Bishop pursues such programs of assisting apartment developments to obtain mortgage revenue bond financing which requires apartment owners to set aside a minimum of 20% of their units for low and moderate income households.

10. Self-Help Housing

The California Self-Help Housing Program is designed to assist low and moderate income households to build or rehabilitate their own homes by providing technical assistance grants to non-profit corporations and local governments for administrative and support services they provide to self-helpers. These services include training and supervision of self-help builders, loan packaging and counseling, self-help housing workshops, and office costs associated with self-help housing projects.

The Self-Help Program also provides informational assistance to self-help housing organizations. The assistance has included conferences on self-help housing, information on housing finance sources, workshops on energy efficient housing and a variety of other subjects of interest to self-help housing groups.

11. Rental Housing Construction Program (RHCP)

Funds for this program are provided through Propositions 84 and 107 passed in 1988 and 1990 respectively. The program's purpose is to construct new rental units that are affordable to low income households, that is, to households whose income is at or below 80% of the median income of the county.

Loans carry terms of at least 40 years and a deferred payment with an interest rate of three percent. At least 30 percent of the units in the project must be assisted and two thirds of the units must be occupied by low income households. Between 20% and 30% of RHCP assisted units must serve the elderly and physically handicapped. Rent is restricted through a regulatory agreement.

The City of Bishop will work with IMACA to respond to the Notice of Funding Availability as issued by the State as funding becomes available.

12. Non-Profit Housing Development Corporation

A non-profit housing development corporation (HDC) promotes, assists or sponsors housing for low and moderate income persons. An HDC does not build "public housing;" rather, it builds or rehabilitates housing for people who cannot afford market rate housing but whose incomes are generally above the poverty level. To keep rents within affordable limits, government assistance of some kind (such as Section 8) is usually necessary. Thus, such housing is often referred to as "assisted housing." An HDC may build rental housing or sponsor housing developments intended for ownership.

IMACA has managed and owned some affordable housing projects county-wide as well as within the City of Bishop and is interested in owning and/or managing additional housing projects. IMACA intends to continue to seek additional affordable housing opportunities such as this program affords.

13. HOME Program

The HOME Program was created under the National Housing Affordability Act of 1990. Under HOME, HUD awards funds to localities on the basis of a formula which takes into account "tightness" of the local housing market, inadequate housing, poverty, and housing production.

HOME funding is provided to jurisdictions to assist either rental housing or home ownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Also possible is tenant-based rental assistance, property acquisition, site improvements, and other expenses related to the provision of affordable housing. Additionally, assistance is available for projects that serve a

group identified as having special needs related to housing. The local jurisdiction must make matching contributions to affordable housing under HOME.

The State administers the HOME program for non-entitlement jurisdictions (like Bishop) and has \$40 million in funding to distribute state-wide during each fiscal year of the program. The City of Bishop will be notified of funding availability by the State.

14. Hope Program

The HOPE II and HOPE III programs offer planning and implementation grants for multi-family and single family units. Matching funds of 33% are required from non-federal sources; income eligibility and resale restrictions apply.

15. Weatherization Program

IMACA conducts a Weatherization Program funded through Community Services Block Grant (CSBG) funds for low income households throughout the county. The purpose of the program is to reduce household energy bills by improving the energy efficiency of residential units. As mentioned in the previous Energy Conservation section, improvements offered include weatherstripping, window caulking, low flow shower heads, and water heater insulation blankets. Improvements up to \$4000 are provided. This program is particularly important in this region because heating and cooling bills comprise a substantial portion of monthly household expenses.

16. Energy Crisis Intervention Program (ECIP)

IMACA administers the ECIP program within Inyo County. The \$65,000 per year program is funded by the State Department of Economic Opportunity and is designed to assist low income households with their heating bills. The program provides financial assistance with past due electric and propane bills, new service deposits, propane tank refills and firewood. County-wide, an estimated 200 low income households receive assistance during the winter months and 100 households during the summer. Elderly and handicapped are assisted whether bills are past due or not.

17. Energy Conservation Programs

As mentioned in the Energy conservation section of this Element, Southern California Edison (SCE) sponsors two energy conservation programs. These are the Lightbulb Program and the All Electric Household Program. IMACA will advertise these programs; they could reach as many as 200 households with light bulbs and 50 households with concessions for all electric homes.

18. Other Affordable Housing Resources

The City of Bishop operates a supportive program of development and has started to implement a comprehensive code enforcement program that will continue over the

next several years. This enforcement program will attempt to eliminate hazardous conditions in housing that violate public health, safety and welfare codes.

The following are additional programs currently undertaken by the City to provide new housing and improvement of existing housing stock:

- a. Continue streamlining all planning procedures to assist developers.
- b. Encourage use of the Title 1 Loan Program to provide low interest loans to low and moderate income home owners who need to borrow for rehabilitation work.
- c. Continue single family housing bond program at 10.6% fixed 30 year mortgages (SB 99 Mortgage Bond Program)
- d. Permit mobile and modular housing on residential lots.
- e. Support state and/or federal legislation to provide additional financial assistance for local code enforcement in the City of Bishop.
- f. Enforce energy regulations to provide better housing and to lower maintenance costs.
- g. Take advantage of any on-going programs of assisting developers in site selection and utilization of existing federal and state programs to construct or rehabilitate units for low and moderate income housing.
- h. Utilize Community Development Block Grant funds for public improvements, retaining tax dollars for infrastructure development and maintenance.
- i. Continue to permit construction of second unit dwellings on residentially zoned lots.
- k. Continue to support equal opportunity actions.
- l. Enforce State handicapped regulations (Title 24).
- m. Encourage the rehabilitation of all residential units even if non-conforming as a means of conserving the housing stock.
- n. Promote the establishment of programs that are aimed at rehabilitating the existing housing units that are in need of repair and maintenance.

V. GOALS, POLICIES AND ACTIONS

A. Goals

The City of Bishop has established the following housing goal:

"To provide for quality residential life by maintaining and improving the existing housing stock and by insuring that the housing needs of the entire community are being met. This goal includes the provision of housing for the special housing needs of the elderly, low income families, handicapped, and individuals requiring group residential care."

Other more detailed housing goals are described in the Land Use Element of the General Plan.

B. Associated Housing Policies

The following policies are an integral part of the City's approach to housing needs in the planning area:

1. The City shall support state and federal legislation aimed at providing adequate housing for all economic segments of the community.
2. The City shall cooperate with Inyo County to improve the supply and quality of the region's housing stock.
3. The City shall support the construction of subsidized housing, rental assistance and and rehabilitation for very low income, low income, moderate income, and special needs households.
4. The City shall encourage modular, prefabricated and other innovative housing designs which reduce housing costs.
5. The City shall encourage the rehabilitation of all residential units even if non-conforming.
6. In all housing programs, priority should be given to existing local groups or individuals with demonstrated housing needs including the elderly, handicapped, homeless, households headed by a single parent and income limited households.
7. Local financial institutions are encouraged to become involved with programs which expand home ownership and rehabilitations opportunities.
8. The City shall support and seek compliance with state and federal law on non-discrimination in housing.
9. The City shall continue to oversee the non-profit local housing development corporation, Inyo Mono Advocates for Community Action (IMACA), with the expressed purpose of providing housing for the planning area's and County's unmet housing needs.
10. The City shall provide a density bonus of at least 25% to developers of projects agreeing to comply with requirements of Government Code Section 65915.

11. In conjunction with Inyo County, the City shall encourage the City of Los Angeles Department of Water and Power to do the following:
 - Conduct the proposed lot sales.
 - Inventory all City of Los Angeles land and dwellings, conveying those not essential to the DWP's operations to private persons.
 - Revise the present residential lease/rental policy to permit the long term lease of DWP-owned residential units to private persons.
 - Adopt a policy of not demolishing older dwellings until a rehabilitation assessment can be made and where feasible, permit the concurrent long term lease and rehabilitation by private persons.
 - Within the present City of Bishop urban limits, release residentially designated lands for housing development.
12. The City of Bishop shall give further consideration to the following:
 - Adopt an ordinance limiting the redevelopment of existing apartments and mobile home parks without first providing the tenants with compensating, affordable housing unless the demolition or removal of units is due to a clear health and safety hazard.
 - Maintain a 5000 square foot (50' x 100') lot size as the minimum R-1 lot size in areas designated Medium Density Residential development in the Land Use Element.
 - Maintain the R-3 zone and revise the R-2 zone to provide specific site area per unit, height, parking and open space standards for multiple dwelling units.
 - In compliance with SB 1960, a mobile home constructed to the 1974 HUD standards and affixed to a permanent foundation shall be considered a single family dwelling for the purposes of zoning and land use regulations. The definition of a single family dwelling shall be revised to include such mobile homes. Design criteria permitted under the law relating to appearance may be applied.
 - In reviewing housing projects designed to meet the elderly, handicapped and other special needs groups, the lifestyles of these groups and their resulting impacts should be considered, particularly as it relates to the density limits established in the Land Use Element.
13. The City shall continue to support the County Veteran's Service Office function to provide assistance to veterans on state and federal veterans housing programs.
14. The City shall encourage in-fill and redevelopment of existing private land into residential densities specified on the land use map.
15. The City shall continue to assist developers to construct affordable housing within the city limits.
16. The City shall develop a long range program that focuses on rehabilitation of existing units and properties in need of repairs and/or maintenance in order to reduce the number of units in need of complete replacement in the future.

17. The City shall revise the Zoning Ordinance to permit transitional housing in all residential zones and emergency housing in commercial and industrial zones.

C. Actions - Five Year Housing Program

The Bishop Housing Element's policies and actions were developed as a result of an analysis of existing and future housing needs contained in the Planning Analysis. The Analysis concluded that, in general, the housing needs of the community will continue to be met by the private sector. However, the Analysis also indicated that other markets will not be able to meet the needs of all the area's present or future residents. In particular, many elderly, younger and single parent households will have considerable difficulty in obtaining housing. These difficulties include excessive payment for rents due to an under supply of affordable rental units, a market closed to first time buyers, displacement and loss of repairable units resulting from commercial and higher intensity residential uses and a pending shortage of mobile home spaces. While the causes of these problems are many, varied and national in scope several are inherent in Inyo County. A shortage of available land due to extensive public ownership, a relatively high proportion of senior citizens and service industry employed households, an absence of governmental housing funding capability, obstacles and constraints on the private sector, and a community preference for single family ownership units all contribute in varying degrees to the existing problem.

The Housing Program below identifies specific types of programs aimed at these particular housing related problems. The Housing Program identifies the types of programs most likely to be effective in meeting the community's housing needs. The financial resources needed to provide "adequate housing for all economic segments" is largely available from state and federal housing agencies in the form of grants, loans and other forms of assistance.

The Bishop-based IMACA was created for this purpose and will continue to assume the major responsibility for the achievement of the housing objectives contained in this Housing Element (IMACA's Housing Assistance services include self-help housing rehabilitation training, housing development planning, resource packaging for new housing construction, education, young construction training and is currently contracted to administer the City of Bishop's Housing Preservation Program).

In addition, the City will utilize its corporate and police powers for meeting Bishop's housing and economic development objectives including eminent domain, zoning and assistance with grant applications in conjunction with the specific program components of the overall Housing Action Program. The City will provide these forms of assistance within six months of the Plan's adoption. The City also will cooperate with IMACA to provide non-market rental housing opportunities for low, moderate and special needs households and individual through the construction of assisted housing, rental assistance, rehabilitation and other direct housing assistance.

This Housing Program sets forth a five year schedule of actions for the City of Bishop to implement housing policies and to achieve the City's housing goals.

<p align="center">Table 4-23 City of Bishop Housing Program (1992-1997)</p>				
<u>Method/Objective and Five Year Goal</u>	<u>Progress 1992</u>	<u>Remaining Action to Reach Goal (DUs)</u>	<u>Funding Source</u>	<u>Responsible Agency</u>
DEVELOPMENT				
Increase supply of rental and ownership units affordable to low and very low income households as identified by the Regional Housing Needs Plan				
Provide 4 added Section 8 certificates / vouchers	0	4	HUD Section 8	CAO/IMACA
Provide 8 affordable MF units - 20% of project(s)	0	8	Mortgage Revenue Bond Program	CAO/IMACA
Provide 5 units - 25% of project(s) units (DBP)	0	5	None - Density Bonus Program	Planning Department
Assist 10 first time home buyers	0	10	First Time Home Buyer Program	IMACA
Provide 11 affordable units (Redevelopment Agency - RDA)	0	11	Redevelopment Set-aside	CAO
TOTAL DEVELOPMENT	0	38 (low income units)		
REPLACEMENT				
Replace unsafe housing units as identified in the Regional Housing Needs Plan				
Replace 23 units	0	23	RDA set-aside, Self-Help Program, Non-profit Housing Development	CAO/IMACA
REHABILITATION				
Provide loans and grants to lower income, senior, and handicapped households to make housing repairs.				
Assist 10 to 20 owner/ renter households per year	0	50-100	CDBG, Home Improvement Loan Program, Rental Rehabilitation, Senior Repair and Weatherization Programs	IMACA/CAO

EDUCATION

1. Acquaint all economic segments of the community with available housing finance, rental assistance programs, fair housing programs and rehabilitation loans.	General Fund	CAO
2. Operate public information programs designed to acquaint all economic segments of the community with such advantageous housing finance and rental assistance programs as are available.	General Fund	CAO
3. Operate a program of public information and technical assistance designed to encourage continued maintenance of currently sound housing.	General Fund	CAO
4. Promote housing assistance for handicapped persons, low income, and senior citizens.	General Fund	CAO
5. Continue to distribute fair housing flyers in public places (such as the library, community centers, city hall, police station, fire station, and schools) as well as distribute them in monthly water and sewer billings.	General Fund	CAO
6. Provide technical and financial assistance to mobile home park residents who want to purchase their mobile home park from a willing seller.	HCD, General Fund	CAO

Table 4-24
City of Bishop Action Plan
Summary of Five Year Housing Plan

Form of Action	Total Need (1992-1997)	Existing Progress (1992)	Remaining Need (1992-1997)
TOTAL UNITS TO BE CONSTRUCTED	119	0	119
Very Low Income Units	21	0	21
Other Lower Income Units	17	0	17
Moderate Income Units	13	0	13
Above Moderate Income Units	68	0	68
(Funding options for development include redevelopment set-aside, mortgage revenue bonds, first time homebuyer program, HUD, and private development)			
UNITS TO BE REPLACED (included in above)	23	0	23
(Funding options for replacement include redevelopment set-aside, self-help and non-profit housing development)			
UNITS TO BE REHABILITATED	50-100	0	50-100
(funding options include CDBG, Home Improvement Program, Rental Rehabilitation, Senior Repair and Weatherization Program)			
UNITS TO BE CONSERVED	0	0	0
(No federally assisted housing units are at \ risk of losing their affordability component)			

Appendix

Agencies participating in preparation and/or reviewing the Housing Element
(Note: no comments were received on the Housing Element during the public review)

1. Bishop Union High School District
301 North Fowler Street
Bishop, CA 93514
2. Inyo County Superintendent of Schools
135 South Jackson Street
Independence, CA 93526
3. Bishop Union Elementary School District
800 West Pine Street
Bishop, CA 93514
4. Eastern Sierra Community Services District
301 West Line Street
Bishop, CA 93514
5. Bishop Chamber of Commerce
690 North Main Street
Bishop, CA 93514
6. Southern California Edison Company
374 Lagoon Street
Bishop, CA 93514
7. City of Los Angeles Department of Water and Power
300 Mandich Street
Bishop, CA 93514
8. IMACA
2742 North Sierra Highway
Bishop, CA 93514
9. Bishop Library
210 Academy Street
Bishop, CA 93514
10. Inyo County Planning Department
P.O. Drawer L
Independence, CA 93526
11. Bishop Ministerial Association
Attention Pastor Kevin Cortez
Bishop Christian Center
621 West Line Street
Bishop, CA 93514

Chapter Five
CIRCULATION

General Plan for the City of Bishop
Chapter Five - Circulation

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Summary	1
B. Purpose	1
C. Authorization	2
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	2
A. Issues	2
B. Opportunities	2
C. Constraints	3
III. EXISTING CONDITIONS	3
A. Vehicle Traffic	3
B. Other Transportation Modes	4
1. Public Transportation	4
2. Bicycle Routes/Lanes	4
3. Bishop Airport	4
IV. CIRCULATION NEEDS	5
A. Comprehensive 395 Corridor Analysis	5
B. Implementation of Roadway Improvements	5
V. GOALS, POLICIES & ACTIONS	8
A. Goals	8
B. Policies	8
C. Actions	12

General Plan for The City of Bishop
Chapter Five - Circulation

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
5-1 Circulation Plan	7
5-2 Bikeways and Recreational Trails	11
5-3 Circulation Standards	13

List of Tables

<u>Table</u>	<u>Page</u>
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CIRCULATION

I. INTRODUCTION

A. Summary

The City of Bishop is served by three State maintained roadways, including U.S. 395, 168, and 6. These major roadways also serve as the City's primary arterials. North/south movement is accommodated by U.S. 395 (Main Street and North Sierra Highway) which also provides frontage for much of the City's commercial development. This route also serves as the principal inter-regional transportation corridor, used extensively by recreational traffic linking the region with southern California. In addition, U.S. 6 handles considerable truck traffic between the Los Angeles area and points to the north and east. East/west movement is accommodated on State Route 168, linking West Bishop, McLaren, Rocking K, and Bishop Creek with the commercial center of the City of Bishop. This route also provides access to the recreational opportunity areas in the Bishop Creek area west of the City. The remaining surface streets provide additional local traffic movement within the City in varying capacities, including collector and local streets.

B. Purpose

The purpose of the Circulation Element is to set forth policies and programs which promote effective use of transportation facilities in order to efficiently and safely move people and goods, while striving to protect and manage the environmental, economic, and natural resources of the City.

The Circulation Element must be closely coordinated with the land use, housing, noise, and public facilities elements since circulation and transportation planning efforts have major inter-relationships with them. Freeways, arterial highways, major roads and collector roads must be capable of meeting existing and future transportation demands. Similarly, efforts must be utilized to identify the impact that transportation systems development will have on future land use patterns. Circulation and transportation planning should provide for safe and efficient movement within the City and region of various transportation modes, while discouraging unnecessary traffic movement and noise through residential neighborhoods. This should be accomplished by effectively designing traffic routes according to their functions, while maintaining design sensitivity to surrounding land uses. The visual appearance of the circulation system not only affects the efficiency of traffic circulation, but also contributes to definition of the image of the City held by residents and passing tourists. In addition, circulation and transportation planning for the local community must be integrated into regional transportation planning efforts with respect to energy conservation, noise, existing and

alternative transportation routes, and quality of the environment with respect to air quality impacts.

C. Authorization

California Government Code Section 65302(b) mandates city and county agencies to include within their General Plans a Circulation Element which describes and locates the basic systems which provide for the transportation needs of the community, including local and regional generated traffic.

The Circulation Element consists of the general location and extent of existing and proposed major roadways, transportation routes, with a correlation between the system and the existing and proposed land uses of the area.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- How can the City of Bishop assure that transportation improvement alternatives for Highway 395 create positive economic conditions for the existing business corridor?
- How can the City's land resources accommodate needed roadway improvements while maintaining the rural character of the community?
- How can the City maximize the opportunity for alternative methods of transportation between various land uses to reduce vehicle miles traveled within Bishop?
- Is the Bishop Airport capable of accommodating a higher level of service to cater to the tourist industry? If so, what mechanisms may be available to generate a strong passenger market to and from the airport?

B. Opportunities

- The Inyo County Local Transportation Commission is preparing a traffic study for the City of Bishop and the immediate area that will focus on how to accommodate projected traffic volume through the already congested Main Street corridor.
- State funds can be utilized for transportation improvements for all of the State Highways that exist within the City. Highway 395, Route 6 and 168 are eligible for State funding.
- The Bishop Traffic Study can be used to form the basis of the revitalization programs needed for the downtown district, especially if the results are incorporated into a downtown Redevelopment Plan.
- Some portions of the City are currently undeveloped, allowing for easier implementation of circulation improvements.

C. Constraints

- The existing street system in the City is overburdened, creating congestion in many areas, especially on Main and Line Streets.
- The streets intersecting Main Street (395) are offset, which creates problems with left turn off Main Street and limits the capacity of those intersections to accommodate increased traffic volumes.
- There are no alternate transportation routes linking the surrounding communities to Bishop, thus compounding the impacts on the existing arterials.
- The 395 roadway through Bishop, especially near the Highway 6 junction, may present safety concerns due to current roadway alignment and right-of-way design.
- The existing arterials in Bishop are accommodating too much truck traffic, creating conflicting vehicular travel and increased potential for hazardous spills and accidents.

III. EXISTING CONDITIONS

A. Vehicle Traffic

The City of Bishop is served by three State maintained routes, including U.S. 395, 168, and 6, which also serve as the area's primary arterials. North/south traffic is accommodated by 395 (Main Street and North Sierra Highway), which bisects the downtown commercial district. This route also serves as the principal inter-regional transportation corridor, used extensively by travelers headed to the eastern Sierras from southern California. Planned roadways, including See Vee Lane and A Street will provide additional north/south service. In addition to providing arterial access to the Dixon Lane residential area, U.S. 6 handles considerable truck traffic between the Los Angeles area and points north and east. East/west traffic is accommodated on State Route 168, linking West Bishop, McLaren, Rocking K and Bishop Creek with commercial uses in the City of Bishop. This route also provides access to the recreational opportunities in the Bishop Creek area west of the City. Barlow Lane, Home Street, East Line Street, Sierra Street, Hanby Street, and several other routes serve as collectors for local traffic.

Current traffic counts for the major arterials have been recently documented by Caltrans, including information from Routes 395, 168, and 6. Information from Caltrans indicates that a decrease in traffic volumes north of Line Street on Route 395 from previous levels, indicating that Line Street is being used extensively by local traffic and local use of alternate streets for access to the commercial areas of the City. It also indicates that local residents are trying to avoid the intersection of Main and Line Streets. Studies also show a slight increase in traffic south of the Route 6 junction, indicating that growth northwest of the City is stimulating an increase in activity in the commercial areas in the north end of the Bishop business district.

Peak traffic volumes on the State routes within the City occur during the summer months of June through August and can account for as much as 30 to 40 percent of the total annual

traffic volume on Highway 395. In the past several years, however, there has been a significant increase in winter traffic associated with recreational use of the Mammoth Mountain ski area, resulting in a more balanced flow of recreational traffic.

B. Other Transportation Modes

Other modes of transportation modes available to residents of the City include limited transit, bicycle lanes, limited pedestrian facilities, and air transportation utilizing the Bishop Airport.

1. Public Transportation

A limited form of public transportation is provided for the elderly by the County's Senior Citizen Project in the form of passenger vans. This limited purpose transit operates on a demand basis rather than on a regular schedule. Although public response to the idea of increased public transportation has been favorable, public demand has not been strong enough to establish this type of public transportation service beyond the elderly. Inter-regional public transportation is provided by the Greyhound Bus Company.

2. Bicycle Routes/Lanes

Class II bicycle lanes are provided by Caltrans in conjunction with the primary roadways, including Highway 395 and Route 168. Caltrans has an ongoing program for the extension of bike lanes for these roadways. Other bicycle considerations have been planned for roadways within the 1984 annexation area, including the incorporation of bike lanes into the design of arterial streets and collector roadways.

3. Bishop Airport

The Bishop Airport, located approximately 2 miles east of the City of Bishop, is maintained by Inyo County and privately operated under contract and provides several facilities for both regularly scheduled air carrier service and general aviation users. There are approximately 55 based aircraft at the airport, most of which are single engine. Services at the airport include maintenance, aircraft rental, charter services, and instruction. Facilities include offices, hangars, tiedowns, and a cafe. The Master Plan also identifies the need for runway improvements, navigational aides, control tower, terminal building, hangars, fire-crash facilities, and parking to meet anticipated demand.

Air transportation service is vital to the Eastern Sierra region which is physically isolated from the rest of the state, particularly the central and northern portions. Inyo County prepared an Airport Master Plan in 1978, which has been used to plan facility and runway improvements. The Plan has documented an annual increase of passenger activity of approximately 5 percent. This trend is expected to continue over the next several years, with passenger levels reaching 35,000 by the year 2000. General aviation is forecasted to increase significantly as well, to over 60,000 by the year 2000.

IV. CIRCULATION NEEDS

A. Comprehensive 395 Corridor Analysis

Although the land use policies of the General Plan Update have not significantly changed from the previous Plan, it is apparent that a more detailed study needs to be undertaken to determine the most effective means of accommodating an increased level of traffic along the major arterials in Bishop. The strategic planning required must focus on the economic stability of the downtown commercial district, while providing for the safest, most efficient means of travel through the City. The scope of the General Plan does not accomplish this task, but does lay the foundation for the issues, goals, and policies that must be addressed in such a study/analysis.

The Inyo County Local Transportation Commission is in the process of analyzing possible roadway alternatives for U.S. 395, with special emphasis on the financial implications for the existing business in the 395 corridor.

The City of Bishop, has created a Redevelopment Agency, but not yet developed a Redevelopment Plan and Project Area. Once a Project Area and Improvement Plan have been developed, tax increment financing could be utilized to redevelop/enhance the downtown business area and to improve 395 to more effectively accommodate traffic through the City.

B. Implementation of Roadway Improvements

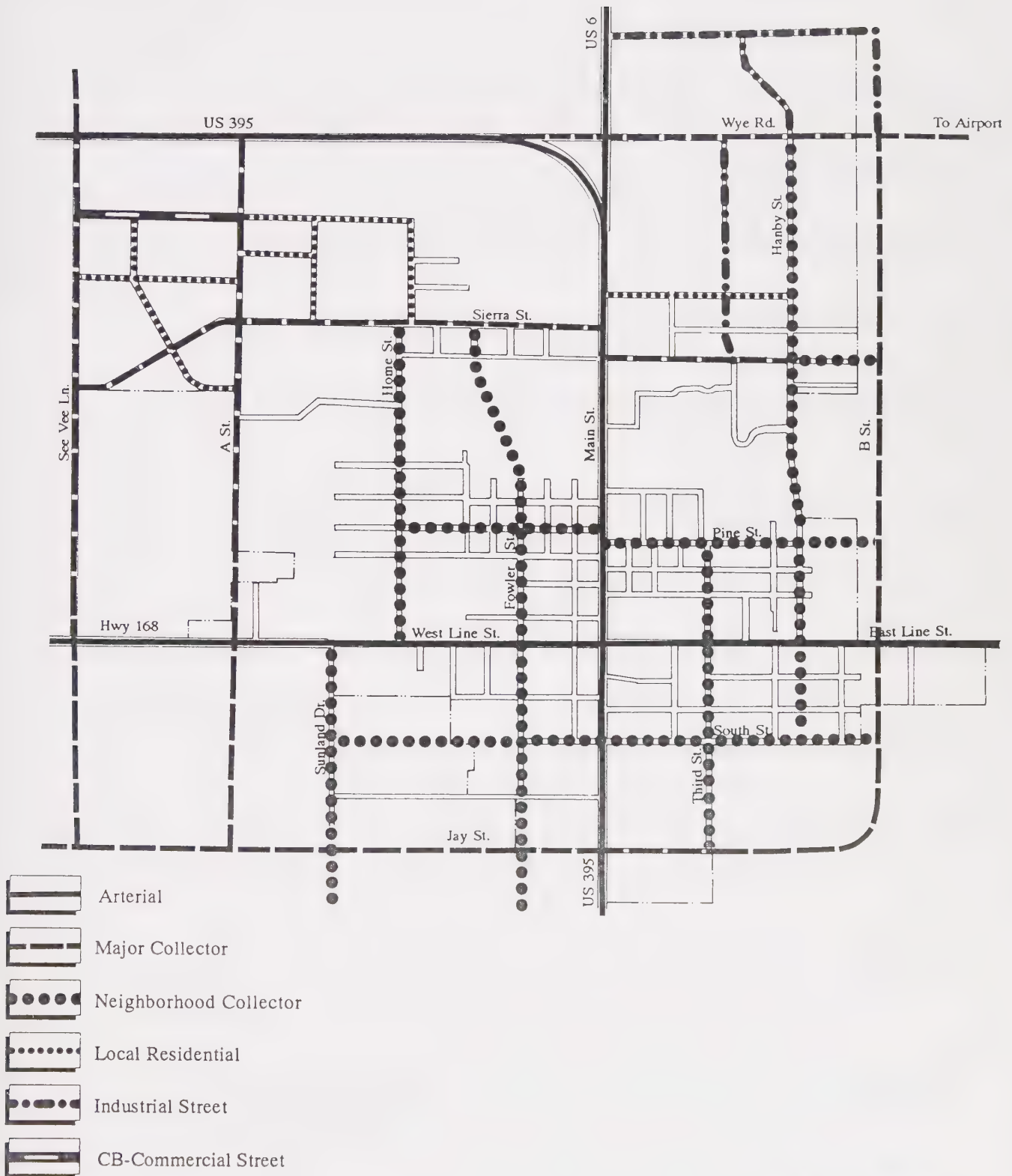
The previous General Plan and the 1984 Amendment contained several goals and strategies that would more effectively accommodate existing and projected traffic levels, but many of these programs were not implemented. Expansion and/or improvements of existing facilities within the urban area of Bishop, as well as construction of proposed roadways will greatly improve the traffic conditions within the City.

Financing for new or upgraded roadways is the most challenging task for the City, especially since limited funding sources are available. State and County resources can be utilized for some of the major roadways, including Main, West Line, and Route 6. Other roadway improvements will rely on local funding sources, including the general fund, developer fees, and other public programs.

Other improvements to the street system in the Bishop area and Sphere of Influence that have been identified in the previous planning efforts include:

- Jay Street will be improved to major collector, extending from See Vee Lane on the west to the proposed "B" Street alignment to the east. As this roadway is outside of the City limits, improvements may be undertaken by the Inyo County Local Transportation Commission.
- Wye Road will be improved to extend to the Bishop Airport as a means of providing a second access and relieving congestion on East Line and Main Streets. This improvement is partially the responsibility of the City and partially the responsibility of the County. Currently, the ROW is insufficient.

- Sierra Street will be upgraded to a major collector intended to provide interrupted access from Hanby Street to See Vee Lane in the northern portion of the City. Additional right-of-way will be required to accomplish this upgrade. The westerly extension to See Vee Lane is intended to provide an alternative for travel from the north and west to the proposed commercial and industrial area in the northeast corner of Bishop.
- See Vee Lane, designated as a major collector, is to be extended southerly to intersect with the westerly extension of Jay Street to the south. It is intended to facilitate north/south traffic and provide improved access to the Highlands and Dixon Lane areas. This roadway is anticipated to be a four lane facility, accommodating traffic volumes of potential land uses within the City and the Bishop Reservation.
- "A" Street is identified as a major collector roadway located on the west side of the Pioneer Cemetery running north/south between North Sierra Highway and the westerly extension of Jay Street. Additional right-of-way will be required impacting the Indian Reservation, the City, the County, and DWP. This route will supplement both Main and Home Streets with additional roadway capacity with the intent of reducing volumes on those routes.
- "B" Street is identified as a major collector located outside of the City limits just east of the Bishop Creek Canal and is intended to provide north/south access on the east side of Bishop, allowing direct access to the airport at East Line Street and Wye Road, as well as providing access to the commercial and industrial areas in the north end of the City.
- South Street (east/west) is designated as a neighborhood collector serving the heavy commercial and residential areas in the southern end of Bishop and extends both east and west from Main Street.
- Sunland Drive is designated as a neighborhood collector from West Line Street to Sunland Reservation Road, allowing convenient access to the Sunland Disposal Site.
- Grove and East Pine Streets are to be realigned so that they are connected and signalized, greatly facilitating east/west traffic movement to residential areas within the City. The Plan also calls for an extension of Pine Street to "B" Street.
- Fowler Street is planned to be extended to Yaney and Sierra Streets, as well as a southerly extension of Fowler Street to Schober Lane outside of the City limits.
- Home Street is designated as a neighborhood collector, since See Vee Lane will help reduce excessive traffic with a connection to Sierra Street.
- Hanby Street is to be extended to Wye Road, designated as a neighborhood collector from West Line Street to Wye Road.
- Third Street is designated as a neighborhood collector.



V. GOALS, POLICIES & ACTIONS

A. Goals

- To give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.
- To plan and implement a circulation system to facilitate safer truck transportation and to minimize the impacts of truck traffic on residential areas.
- To provide accessible transportation services and facilities responsive to the needs of the young, aged, handicapped, and disadvantaged.
- To strive toward efficiency in the provision of transportation facilities through coordination of infrastructure improvements.
- To design and develop transportation routes to accommodate bikeways, equestrian trails, and pedestrian facilities with coordination between City and County agencies and Caltrans.
- To assure that transportation and land use planning is coordinated to avoid overloading streets and highways and maximize efficiency of the land use/transportation relationship.
- To encourage voluntary reduction of vehicle miles traveled to promote energy conservation and reduce air pollution.

B. Policies

Major Roadways

- Encourage the continued use of Main Street (Highway 395) as the primary north/south arterial through Bishop, as long as traffic conditions and safety allow.
- Analyze the impacts of the implementation of a bypass around Bishop for Highway 395, pending detailed analysis prepared by City staff in coordination with the Inyo County Transportation Commission study to determine support or discouragement of the bypass.
- Cooperate with the Local Transportation Commission and Caltrans to analyze potential alternative alignment alternatives for Highway 395. The City should assure that the preservation of the economic vitality of the downtown business district is maintained as a result of any proposed alternative.
- Encourage the preparation of a detailed downtown Redevelopment Plan and Project Area through Bishop's established Redevelopment Agency to provide the mechanism for improvements of the circulation system through Bishop, as well as revitalization of the downtown business district.

- Require the inclusion of Routes 168 and 6 as part of all circulation and traffic studies prepared for Highway 395, assuring that adequate attention is given to both of these "feeder" roadways.
- Require coordination between all agencies responsible for circulation maintenance and improvements, and public utilities/infrastructure to assure that utilities and underground lines and pipes are constructed prior to major roadway improvements, reconstruction and/or maintenance, and that roadways are repaired to meet City standards.
- Assure that all circulation/transportation proposals incorporate phased implementation programs which emphasize the preservation of the integrity of the existing character of the City of Bishop.

Residential Streets

- Residential streets should emphasize short local streets attached to a system of major and minor collectors.
- Residential lots should be provided with an appropriate frontage on a street. Consideration should be given to emergency access, parking, and the number of trips generated by the residential development.

Public Transit

- Encourage the retention of the inter-regional transit system throughout Inyo County.
- Existing programs providing transportation to low mobility groups such as the elderly should be continued and expanded in response to community needs.
- Potential opportunities to provide inter and intra-regional transit and specialized transit serving recreational needs should be examined periodically in response to community need, energy availability, and financial resources.
- Cooperate with Caltrans and Inyo County in the planning and implementation of VanPools, Park and Ride facilities, and Staging Area programs designed to improve the efficiency of the existing automobile mode of transportation.

Air Transportation

- Encourage the expansion and improvement of air carrier service at Bishop Airport to increase the awareness of the facility to bring in tourists and business groups to the Bishop area.
- Encourage a growing role of the Bishop Airport to promote the establishment of light industrial uses and businesses in order to stimulate the use of the airport by outside companies.
- Encourage cooperation between Inyo County and the Bishop Tourist/Convention Bureau to help attract recreational visitors to utilize the Bishop Airport as a means of fast, safe, and efficient travel to the Owens Valley's unique resources.

- Focus on improved signage and access from Bishop Airport to the City.

Truck Routes

- Analyze the impacts of the development of a dedicated truck route around the downtown corridor as part of the Highway 395 circulation studies to determine support or discouragement of a bypass.
- Trucks serving heavy commercial/industrial areas should not be permitted to pass through residential areas or utilize streets which are not specifically designated for regular truck traffic.

Pedestrian Circulation

- Pedestrian access and handicapped facilities shall be required for all new development projects in the City.
- Sidewalks must be incorporated into streetscape design for all new developments and are encouraged to be implemented in existing developed neighborhoods.
- Pedestrian and/or equestrian facilities shall be incorporated as part of the recreational trails system of the City and Inyo County. Linkage to these facilities from all land use areas is encouraged. Such facilities shall be clearly marked where crossing a roadway to ensure the safety of the users.

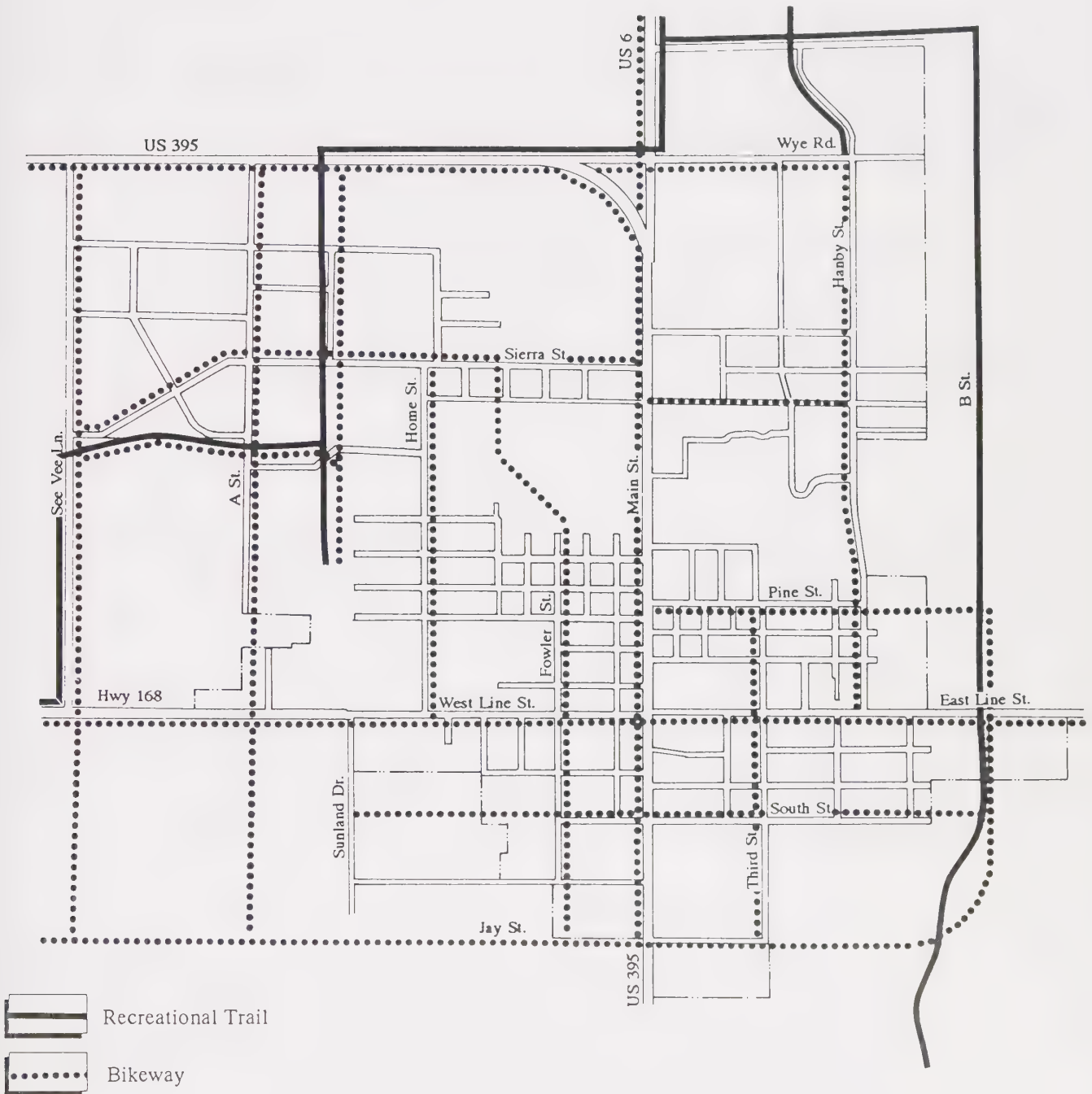
Bicycle Circulation

- Bicycle traffic and parking facilities shall be provided in conjunction with the development of streets, large commercial/industrial, and public facilities.
- The appropriate class of bikeways shall be employed, considering the volume, speed, safety and cost factors for a given project in the City, according to Caltrans minimum standards, or other such standards as determined appropriate by the City Engineer.

Parking and Access

- Development proposals within the City should provide an adequate allocation of parking for the intended uses. Proposals shall also be evaluated according to the impact on the existing circulation system and parking availability.
- New development proposals must show that adequate access is available for on/off-street parking and loading areas and conform to the long term goals of the General Plan land use configuration.
- Off-street parking and access should be incorporated into all new developments except development within the downtown core area. Such requirements should be based on the anticipated uses proposed in the Plan.
- Require the incorporation of convenient, easily accessed City parking lots within the downtown district if on-street parking is eliminated from the 395 corridor.

Bikeways and Recreational Trails



C. Actions

- Participate with the Inyo County LTC and evaluate the Bishop Traffic Study's recommendations for alignment and design proposals for Highway 395 through Bishop, as well as congestion management measures which reduce traffic congestion in the City, with focus on major intersections. Request that an independent consultant review the final recommendation to assure that the interests of the City and the downtown commercial businesses are best served.

Responsible Agency: City Council, Inyo County LTC, Public Works, Caltrans, the public, Chamber of Commerce, private sector groups.

- Investigate the benefits of preparing a Redevelopment Plan and Project Area through Bishop's established Redevelopment Agency to implement a downtown revitalization program that is coordinated with improvements to Highway 395 and the other roadways of the City.

Responsible Agency: City Council, City Attorney, Public Works

- Update the design standards for new and existing roadways within the City to better accommodate current and projected traffic levels. These standards should incorporate adequate right-of-way for parking, utilities easements, curb and gutter construction landscaping, and bicycle lanes.

Responsible Agency: Public Works, Caltrans, County Road Department

- Establish Plan Lines in accordance with the anticipated right of way needs of new and existing roadways and acquire through right-of-way dedications in subdivisions and building permits needed land for its appropriate development. No new structures may be placed within the Plan Lines unless approved by the City Council. Coordinate individually with DWP to accomplish this task as they do not follow the Subdivision Map Act.

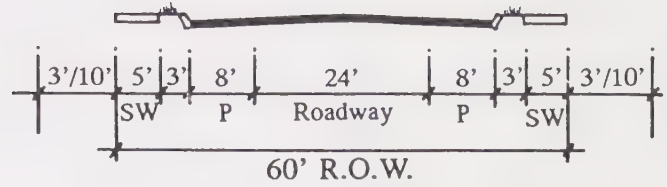
Responsible Agency: City Council, Planning Commission, Public Works

- As development occurs, implement roadway improvements proposed in this General Plan Amendment according to appropriate design standards for projected land uses.

Responsible Agency: Public Works, Caltrans, County Roads Department

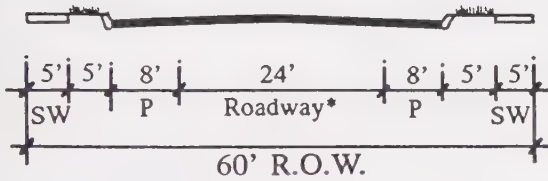
- Establish schedules for roadway improvements and infrastructure improvements to maximize cost efficiency and coordination.

Responsible Agency: Public Works Department, Caltrans, County Road Department



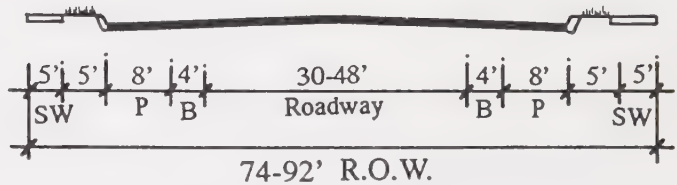
Additional Utilities Easements if Necessary

Local Residential Street



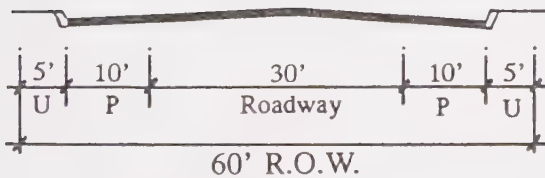
Residential Collector

* Add two 5' bikelanes for class II bikeway, bikeway lanes can be reduced to 4' when parking prohibited.

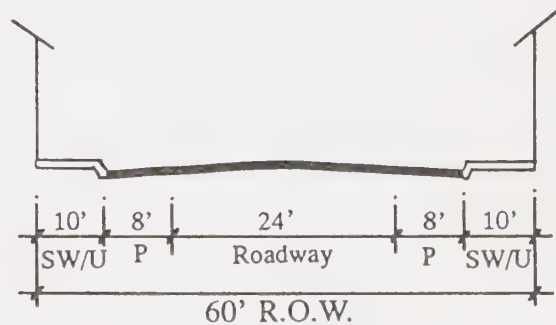


Major Collector

Note: Parkway-sidewalk areas can be reduced and/or eliminated in order to accommodate the overall roadway design standard when in a confined R.O.W. or for special circumstances.



Industrial/Heavy Commercial Street



CBD - Commercial Street

U - Utilities
P - Parking
SW - Sidewalk
B - Bikeway

Chapter Six
NOISE

Chapter Six - Noise

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Background	1
B. Purpose	1
C. Authorization	1
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	2
A. Issues	2
B. Opportunities	2
C. Constraints	2
III. EXISTING CONDITIONS	3
A. Major Sources of Noise	3
1. Streets and Highways	3
2. Airport Noise	4
3. Fixed Point Sources	5
IV. NEEDS RELATED TO NOISE LEVELS	6
A. Land Use Compatibility	6
B. Noise Reduction Measures	6
1. Source Reduction	6
2. Transmission Path Reduction	6
3. Receiver Reduction	8
C. Noise Standards	8
V. GOALS, POLICIES & ACTIONS	8
A. Goals	8
B. Policies	8
C. Actions	9

General Plan for The City of Bishop
Chapter Six - Noise

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
6-1 Existing/Potential 65 CNEL Noise Contours	7

List of Tables

<u>Table</u>	<u>Page</u>
6-1 1990 Traffic Volumes	4
6-2 Land Use Compatibility Guidelines	6

Chapter Six

NOISE

I. INTRODUCTION

A. Background

The Noise Element of the General Plan is intended to limit the exposure of residents of the City to excessive noise levels generated by various sources. Noise is defined as sound which either bothers people, creates difficulty in communications, or causes injury to the ears. Noise analysis provides valuable input to the Circulation, Land Use, and Housing Elements of the General Plan, identifying areas exposed to high levels of noise. The Element also provides the data necessary to prevent the unnecessary exposure of people and sensitive land uses to high levels of noise. It will also describe remedial measures for existing noise problems and preventative actions to protect future development.

The 1985 Noise Element of the General Plan utilized the information from the Bishop Community Plan and was developed without regard to political jurisdictions. The same basic information will be utilized for this Element but will include additional information from the 1991 Inyo County Airport Policy Plan and Comprehensive Land Use Plan. This information pertains to the noise levels and land use impacts surrounding Bishop Airport. Similar to the other elements of the General Plan, this element will focus on the existing City area and the noise impacts that affect those areas.

B. Purpose

The purpose of the Noise Element is to establish policies related to the control and abatement of environmental noise and to protect the citizens of Bishop from excessive exposure to noise. These policies and programs will be used as the guide for the location, type, and intensity of future urban development within the City, with particular consideration to noise impacts. This process will assure that compliance with state noise standards will be achieved.

The Noise Element is designed to develop policies, programs, and actions which will reduce the potential loss of property values, social character, psychological stability, and physical well-being which may result from excessive noise levels.

C. Authorization

The Noise Element of the General Plan Update is a mandatory component pursuant to state law (California Planning and Zoning Law, Section 65302(f). It must recognize the guidelines adopted by the California Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code. It must also quantify the community noise environment in terms of CNEL

or Ldn metrics for both current and projected levels of growth. More importantly, the Noise Element should provide a systematic approach to:

- the measurement and modeling of noise
- the establishment of noise standards
- the control of major noise sources
- community planning for the regulation of noise

The Noise Element is a guide to be used to identify and mitigate noise problems and establishes uniformity between City policy and programs undertaken to control and abate environmental noise. The Noise Element also serves as a guideline for compliance with the state's noise insulation standards.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- Will the increasing usage of Bishop Airport have a significant impact on the ability to accommodate and market new development in the northeast portion of the City?
- How can the City assure that the community noise environment is maintained at an acceptable level, even though the level of noise generating activity is expected to increase?
- What does the City need to do in order to adequately plan for increased noise impacts related to airport, industrial, and transportation caused noise?

B. Opportunities

- The existing noise environment of the Bishop area is relatively quiet, due to the dominance of undeveloped land and open space.
- Most of the noise generating land uses are located in specific locations of the City, including the 395 corridor and the light industrial development on the northeast corner of Bishop.
- The Bishop Airport is situated away from the City's urban core, reducing the potential impacts of aviation related noise.

C. Constraints

- Increased use of Highway 395, Route 6 and 168 through Bishop will continue to add to the noise level, thus gradually expanding the 65 CNEL noise contours.

- Increased usage of the Bishop Airport for passenger and aviation industrial service could increase the level of noise impacts on portions of Bishop.
- Bishop Airport is not controlled by the City of Bishop, reducing the ability of the City to moderate activities which may affect existing and future land uses.
- Although the growth rate in the Bishop area is slight, a rise in the population and employment base could increase the noise levels within the City.

III. EXISTING CONDITIONS

A. Major Sources of Noise

There are a variety of noise sources in the City and immediate vicinity which can be divided into two categories: mobile sources and stationary sources. Mobile noise sources include automobiles, trucks, railroads, buses, motorcycles, airplanes, and other moving vehicles. Fixed sources of noise include power equipment, industrial plants and other activities such as rock concerts, auto racing, and group recreational activities. Within the planning area there are three noise sources of particular concern: streets and highways, the Bishop Airport and noise emitted in conjunction with non-residential land uses.

1. Streets and Highways

As identified in the Circulation Element, U.S. 395, State Route 168 and U.S. 6 serve as the City's principal arterials. North-south movement is accommodated by U.S. 395 (Main Street and North Sierra Highway) which also provides frontage for much of the City's commercial uses. This route also serves as the principal inter-regional transportation corridor used extensively by recreational traffic linking the region with southern California. In addition to providing arterial access to the Dixon Lane residential area, U.S. 6 carries considerable truck traffic between Los Angeles and points north and east. East-west movement is accommodated on State Route 168 linking West Bishop, Rocking K and Bishop Creek with the commercial center in the City of Bishop. This route also provides access to the recreational opportunities in the Bishop Creek area west of the City. Barlow Lane, Home Street, East Line Street, Sierra Street, Hanby Street, Mandich Drive, Sunland Drive, Elm Street, Fowler Street, South Street, Dixon Lane, Pa Me Lane, See Vee Lane, Red Hill Road, Ed Powers Road and Brockman Lane serve in varying degrees as collectors for the area's traffic.

Current traffic counts are unavailable within the City except for state routes. As a result the total traffic volume is unknown. Table 6-1 provides information on the most recent and complete traffic counts for the state routes and traffic growth since 1977.

**Table 6-1
1990 Traffic Volumes**

Route	Annual ADT	Peak Month ADT	Peak Hour	% Increase from 1977
Rte 6 @ Texaco Corner	3,200	3,300	190	5%
Rte 6 @ Silver Canyon	2,100	2,300	200	N/A
Rte 395 @ Rte 6	15,000	17,400	1,050	N/A
Rte 395 @ South St.	10,600	13,100	1,500	+58%
Rte 395 @ 168 West	17,800	20,500	1,700	+69%
Rte 395 @ Ed Powers	11,000	13,000	990	N/A
Rte 168 @ Rte 395	10,500	11,200	1,100	-4%
Rte 168 @ Brockman	8,000	9,100	800	+55%
Source: Caltrans District 9 Traffic Counts 1977-1990. Note: ADT- Average Daily Traffic Peak Mo. ADT - Average Daily Traffic during month of highest ADT				

Traffic on these routes has increased at an average annual rate ranging from 5 to 13 percent. Approximately 30 percent of the traffic flow consists of trucks and recreation vehicles.

Noise generated by streets and highways through the City is dependent upon volume of traffic, mix of vehicles, speed, grade of roadway, condition of roadway, and starts and stops required. By incorporating Caltrans data and utilizing the latest traffic volumes (1990), associated noise inventory data has produced noise contours for the state maintained routes in the City and immediate area. This information indicates that the traffic on U.S. 395 and State Route 168 constitutes the greatest source of community noise, concentrated in the central business district.

2. Airport Noise

General aviation and regularly scheduled air carrier operations at the Bishop Airport are also a significant source of community noise, although the impacts on the City are minimal at present. The Bishop Airport Master Plan and the Inyo County Policy Plan and Airport Comprehensive Land Use Plans (1991) have been utilized to assess the existing noise levels generated by airport operations. Land leased for agriculture by the LADWP, combined with the predominantly day time, light plane general aviation orientation of the airport, expose very few persons to excessive noise levels. The principal nuisance noise levels and exposure result from occasional low flights over the community and summer military helicopter exercises, based out of distant defense installations.

Noise impacts related to aircraft operations from the Bishop Airport are quantified in CNEL noise contours. It should be noted that the activity levels projected to occur have not been realized. Under these circumstances, it is realistic to use the 1990 noise contour for the year 2000 planning purposes and subsequently the 2000 noise contour for the 2010 planning projection.

Present noise levels to 65 CNEL are contained within the airport boundary except for the end of runway 12/30 (southeast to northwest), where it encroaches into the Runway Protection Zone. The Policy Plan presented by Inyo County recommends acquisition of the RPZ and its incorporation into airport property. The projected 2010 noise contour does extend further into the adjoining land, but existing zoning in the area (OS and P) is compatible with California guidelines and effectively mitigates any noise consequences by assuring that no residential or industrial development will be located in the impact area.

Land uses of the Bishop General Plan are generally compatible with the projected use of the Bishop Airport. Operations from the east/west runway (07) fly over a predominantly industrial and commercial sector of the City. No land uses are contained in the Runway Protection Zone or the projected year 2010 65 CNEL noise contour of the airport.

3. Fixed Point Sources

Non-residential land uses, principally the heavier types of commercial activities (i.e. diesel-auto repair, lumber-construction yards, motels, etc.), are also significant sources of ambient noise levels. No specific information on the noise levels of these areas is available, although it is reasonable to assume that noise levels exceed 60 CNEL within and directly adjacent to these areas. Other noise generating uses include sewage treatment plants, public safety buildings, and public works facilities. These activities are generally isolated and surrounded by low intensity or open space lands, producing few complaints and little exposure to residential or other noise sensitive areas.

City and County officials report few noise complaints, although occasional activities at the Tri-County Fairgrounds such as Mule Days, the Rodeo, demolition derby and concerts produce excessive noise and some complaints. Noise related complaints are sometimes received by the City of Bishop as a result of recreational use of the Bishop Park during the late evening hours. Time limitations, scheduling and other considerations have minimized these noise related problems. Indiscriminate motorcycle use adjacent to residential areas produced an outpouring of complaints. Off-road vehicle restrictions have helped reduce the magnitude and frequency of these problems. Motorcycle use is confined to the Bishop Motorcycle Park and Poleta Off Road Vehicle Area. Both are located away from residential or other noise sensitive land uses.

Northern Inyo Hospital, Bishop Elementary Schools-Home and Elm Street, and the Bishop High School are located on the west side of the City of Bishop. Specific noise sensitive land uses found in the planning area are located adjacent to these facilities. In response to the noise potential of its location on West Line Street (State Route 168), the Hospital has been designed to mitigate the noise impact, including a noise barrier wall. The Elementary Schools are set back from West Line Street in order to reduce the noise within the classrooms. The playground of the Home Street School lies within a 65+ CNEL noise zone. The Bishop High School is buffered from West Line Street traffic noise by commercial development which fronts West Line Street. The City contains few resthomes or other specific types of noise sensitive uses. Those few that do exist are found scattered throughout the City and immediate area in various locations including heavy commercial zones. In general, few people are exposed to excessive noise levels

on a regular or sustained basis. Conflicting uses that do exist are primarily located along the principal arterials or within the downtown area.

IV. NEEDS RELATED TO NOISE LEVELS

A. Land Use Compatibility

Land uses, both existing and planned have a major role in determining the noise characteristics of the community. While the actual noise levels generated by various land use activities vary considerably, it is possible to generalize about the noise acceptability and compatibility of various community land uses. Such land use compatibility can be employed in the environmental review process to minimize potential noise impacts.

Table 6-2 identifies the overall land use compatibility guidelines related to noise exposure. These guidelines are used to determine the degree of noise that is generally acceptable to various land use activities.

Table 6-2 Land Use Compatibility Guidelines

B. Noise Reduction Measures

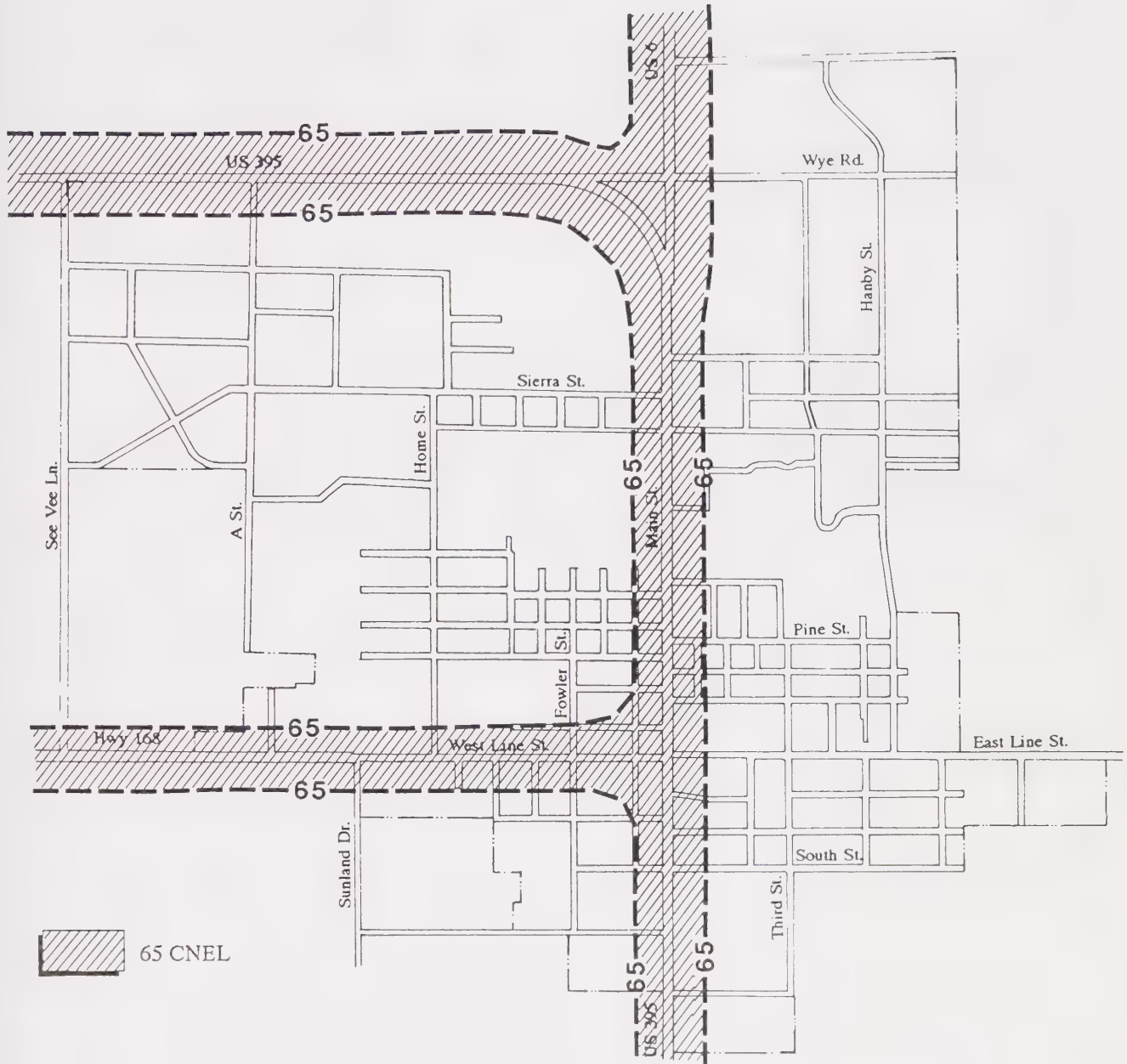
There are three basic strategies for noise reduction or control, including reduction at the source, along the transmission path, or at the receiver. Each situation requires its own approach, depending on the characteristics of the noise source and the sensitive receptors.

1. Source Reduction

Source reduction for mobile noise sources, automobiles, trucks, and aircraft is the responsibility of the State and Federal Governments. Typically these efforts involve the establishment of manufacturing and operating standards. Use of baffles, mufflers, speed limits, insulation and other similar techniques is required by those agencies. Control of land use or fixed point sources is the responsibility of local government as a part of its police powers authority. Control of these sources involves enclosure of the source, time limitations, baffling, and equipment replacement. Segregation of noise sources and noise sensitive land uses is the most permanent and effective form of noise control and is typified by the aggregation of noise generating activities, separated from noise sensitive land uses by open space or buffering techniques.

2. Transmission Path Reduction

As noted above, the easiest way to reduce the affect of noise is to increase the distance between the source and receptor. A doubling of the distance generally produces a 6 dB reduction, nearly one half of the perceived noise level. Planning to locate noise producing uses or activities away from noise sensitive areas can make a significant contribution to noise reduction. Noise-based setbacks and strategic buffering is often employed, utilizing noise barrier walls, berms, depressed grades, and building orientation to block the transmission of noise.



3. Receiver Reduction

Noise insulation, building design, and noise sensitive site planning are used to attenuate noise exposure. Noise insulation techniques include the use of interior wall baffling, double pane glass, and noise reducing building materials, such as masonry and concrete. Since the efforts are expensive, use of these materials should only be used when the existing or future noise environment warrant their application. Avoidance of noise problems through noise sensitive planning is preferable to all of these mitigation measures.

C. Noise Standards

The Environmental Protection Agency recommends that ambient noise levels for residential neighborhoods should not exceed 45 dB (interior) and 55 dB (exterior). Single event sound levels should not exceed 6 dB over ambient levels. EPA also recommends that ambient noise levels should not exceed 65 dB in commercial/industrial with single event levels not to exceed an additional 8 dB. The State Guidelines employ a more realistic standard of 60 dB (CNEL) for these uses. Standards for construction related single event noise is 86 dB. Regardless of the standard employed, emphasis should be placed on creating quieter environments within residential areas, with a greater acceptance of higher noise levels in public places.

V. GOALS, POLICIES & ACTIONS

A. Goals

The following goals, policies and actions form the basis for decisions by the City relating to the exposure of people to excessive noise.

- To provide information concerning the community noise environment in order to make noise a consideration in the on-going planning process and related ordinances.
- To abate and control excessive noise.
- To avoid a mix of incompatible noise generating and noise sensitive land uses.
- To protect areas of the community which have "acceptable" or "sensitive" noise environments.
- To provide indoor noise environments that allow undisturbed conversation, sleep, study, work, relaxation, and privacy.

B. Policies

The following policies are intended to guide and influence the reduction of noise and noise impacts in the planning area.

- Maintain coordination and cooperation between agencies with noise control responsibilities.

- Encourage the enforcement of noise standards for motor vehicles by governmental agencies, including the Highway Patrol and the Bishop Police Department.
- Maintain streets in the City to an acceptable condition to minimize delays and congestion.
- Require emergency response agencies to monitor and regulate the use of emergency sirens within the City of Bishop.
- Promote site planning that incorporates adequate architectural design to minimize potential noise impacts.
- Promote the utilization of noise insulation materials in new construction for all dwellings.
- Discourage incompatible land uses where the noise level exceeds, or has the potential to exceed acceptable noise levels unless mitigation measures are implemented.
- Encourage the location of new noise generating development and activities in areas where the impact is reduced.
- The noise impact of intermittent activities, including those at the Fairgrounds, City Park, and new construction sites, should be considered and appropriate time limits of operation should be established.
- Industrial and heavy commercial areas shall be developed to limit noise exposure to less than 60 dB to surrounding residential or other sensitive land uses.
- Performance standards shall be developed and incorporated into the zoning ordinance to limit noise emissions from light industrial uses to less than 60 dB.
- The CEQA environmental review process, including potential mitigation measures, shall be utilized to identify and mitigate the potentially significant noise impacts generated by automobiles, industry, and airport operations.

C. Actions

The following actions will be implemented by the City of Bishop to promote a healthy environment in regard to the exposure of people to excessive noise levels. Various agencies are responsible for these actions and are identified.

- Enforce noise insulation standards for multiple family residential dwellings located in areas with projected noise levels in excess of 60 dB.

Responsible Agency: Building Department

- Regulate the use of emergency sirens throughout the City and immediate area.

Responsible Agency: City Police, California Highway Patrol, Emergency Response Agencies

- Enforce noise emission standards for motor vehicles.

Responsible Agency: California Highway Patrol, Department of Motor Vehicles

Chapter Seven

PUBLIC SERVICES & FACILITIES

General Plan for the City of Bishop
Chapter Seven - Public Services & Facilities

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Summary	1
B. Purpose	1
C. Authorization	1
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	1
A. Issues	1
B. Opportunities	2
C. Constraints	2
III. EXISTING CONDITIONS	3
A. Public Infrastructure	3
1. Water Supply System	3
2. Sewer System	4
3. Drainage System	5
B. Other Utilities	5
1. Electricity	5
2. Telephone Service	5
3. Cable Television	5
C. Educational Facilities	5
1. Elementary Schools	5
2. High Schools	6
3. Secondary Education	6
D. Governmental Facilities	6
1. Administrative Center	6
2. Tri-County Fairgrounds	6
3. Bishop Airport	7
IV. PUBLIC FACILITIES NEEDS	7
A. Infrastructure	7
1. Water Service	7
2. Sewer Service	7
B. Educational Facilities	8
1. Community College	8
2. Other Facility Needs	9
V. GOALS, POLICIES & ACTIONS	9
A. Goals	9
B. Policies	9
C. Actions	10

General Plan for The City of Bishop
Chapter Seven - Public Services & Facilities

Table of Contents - Continued

List of Figures

Figure

Page

List of Tables

Table

Page

PUBLIC SERVICES & FACILITIES

I. INTRODUCTION

A. Summary

The City of Bishop is comprised of approximately 1300 gross acres, or about 2 square miles. The City provides services within that boundary that include water supply and sewer facilities, police and fire protection, and educational and governmental facilities. This element is intended to focus on the existing City limits and the services that are required to accommodate the existing and anticipated population levels in Bishop.

B. Purpose

The purpose of the Public Facilities and Services Element is to update policies for the provision of services that are essential to assure the public health and safety. The element is intended to encompass many of the issues contained in the Safety Element, which is mandated by State law. This element will concentrate on the provision of services, including water, sewer, fire, police, and education.

C. Authorization

Government Code Section 65303(e) permits the development of a public services (facilities) element. It is not a required element, but provides a great deal of information that is vital to the sustenance of the City's infrastructure, public protection, and Capital Improvement Program.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- What programs are necessary to assure that residents are provided with public services and facilities which meet the City's service level standards?
- Will the demand for water and sewer services overburden the existing capabilities of those systems?
- If infrastructure improvements are needed for existing areas or new systems are needed for new development, how will such facilities (which include: water and sewer; streets;

drainage; curb, gutter and sidewalk; power; telephone; TV; street lights; signals; signs; bridges; parking lots; etc.) be paid for?

- The City's utility lines (electric, phone, etc.) are primarily located overhead, creating a visual eyesore. Policies to consider undergrounding all utility lines for existing and future development must be considered.
- What type of impact will new development have on the City's existing infrastructure system?

B. Opportunities

- Improvements to the City's infrastructure system to meet current needs and standards will contribute to reducing additional need for major capital improvements at a future date through proper sizing and upgrading of facilities.
- Bishop has a low growth rate, which allows the City lead time in preparing infrastructure plans for new development.
- The quality of water used for domestic purposes is excellent and is in good supply, eliminating the need for substantial improvements to the water supply system.
- Since the County of Inyo and the City are so intricately linked, the City has entered a number of service agreements with the County for provision of community services and infrastructure facilities, thus reducing the overall impact to each.

C. Constraints

- Many public facilities of the City of Bishop are very old and are in need of renovation and/or replacement.
- Limited new development activity limits the potential for funding for capital improvements throughout Bishop.
- The City's sewer treatment and disposal facilities will need modifications to meet demand generated by future development.

III. EXISTING CONDITIONS

A. Public Infrastructure

1. Water Supply System

Demand

The water demand in the City averages approximately 1.8 million gallons per day (MGD), or about 650 MG per year. In order to plan for the water needed for peak use periods, three aspects must be considered. These aspects are:

- Maximum single day demand
- Peak hour demand
- Fire flow demand

For the typical community, the maximum day demand is generally 2.5 times the annual average day demand. The peak hour demand is usually about 3.5 times the annual average demand. These two factors were used to estimate the maximum day and peak hour demands for Bishop, according to existing and planned land uses.

Fire flow demand is recommended at 3,500 GPM for a 10 hour duration (2.1 MG) for a conflagration in commercial areas. This determination by the Insurance Service Office has been based on hydrant capacity throughout the City.

Existing Water System

The City's original water system was begun in 1923. There are currently three wells used by the City of Bishop, which pump water from the "Bishop Cone". The wells, called Well #4 (at the reservoir site), Well #2 (on Sierra Street), and Well #1 (near City Hall) are used in varying capacities depending on the need. Well #4 discharges directly into a one MG concrete lined, open top reservoir approximately three miles west of Main Street on West Line Street. In 1992 the water system was improved by replacing the open storage reservoir with a 1 MG welded steel water storage tank and by replacing all three well pumps and motors. A fourth source of water is Bishop Creek. The City has water rights to the creek under the Chandler Decree. The reservoir, constructed in the early 1940's, is located at an elevation of about 4,355 feet, providing static pressure at the intersection of Main and Line Streets of 89 psi.

The City's distribution system consists of 2 inch through 14 inch diameter pipe, carrying water to uses within the City. Portions of the system are constructed of used steel pipe obtained from the Manzanar Relocation Center around 1945. The transmission line from the reservoir to the City is a 12-inch diameter pipe, and is considered to be undersized. The distribution system is characterized by undersized mains, lines that are not interconnected with other lines (deadend lines), and undersized old fire hydrants. The City maintains all water sources, storage facilities, transmission and distribution lines,

hydrants and water services from the main up to the curb stop. The City provides and installs water valve boxes for each water service.

The average day demand is approximately 1,250 gallons per minute. The maximum day demand is approximately 6,558 GPM, with the peak hour rate is almost 4,300 GPM. The current system can meet the average day, maximum day, and peak hour demands with all three wells in operation. However, even with all three wells, the maximum day plus fire flow cannot be met. System capacity is rated with the best source out of service. In this case, the water system can meet only average day and maximum day demand without fire flow.

2. Sewer System

The City of Bishop operates and maintains its own sewage collection and treatment facilities and provides sewer service to the incorporated areas of the City. Portions of the facilities were first developed in the 1920s and have been augmented over the years to accommodate annexations and increases in population levels. The sewer system consists of the following: collection system of manholes and sewer mains; treatment facilities; and disposal facilities. The older manholes are constructed of brick, the newer manholes are constructed of concrete. Sewer mains are vitrified clay pipe (VCP) whereas sewer laterals consist of cast iron, VCP, or PVC and are the responsibility of the property owner. The Eastern Sierra Community Services District provides sewerage service to areas north, west, and south of the City, as well as to some areas within the City. ESCSD also receives, treats, and disposes of sewage from the Bishop Indian Community, which is located adjacent to the City of Bishop. The treatment facilities for the City and the ESCSD are located adjacent to each other and are approximately one-half mile southeast of the City of Bishop.

Demand

The present wastewater flows generated in the Bishop urban area is approximately 1.5 MGD, excluding infiltration and inflow. These flows are significant, especially in the City's and Indian Community's sewer systems. Estimated peak I/I flows reach one MGD, of which nearly .8 MGD comes into the City's sewers. The design capacity of the Bishop treatment facility is approximately 1.6 MGD. The combination of the two plants can treat the projected 3.2 MGD wastewater flow.

Proposals

In order to most effectively and efficiently provide sewer services to the City and surrounding area, a coordinated effort must be maintained between the City and the ESCSD. The following recommendations have been derived from the Bishop Urban Area Master Sewer Plan:

- The City and the Eastern Sierra Community Services District must continue to investigate coordinating efforts to join operations into a single agency, thus providing better, more cost effective service.
- The City must conduct a study of its sewer system to determine where significant I/I flows enter the system and identify programs to reduce the flows.

- New fee structures must be established to help fund construction and repairs/replacement of sewer lines, including I/I flow remediation.

3. Drainage System

Drainage in the City of Bishop is by means of surface drainage, storm drains and ditches. Most drainage flows are carried in gutters on City streets to ditches that discharge into a canal. There is a limited system of storm drains that collect runoff from City streets and State Highways. These lines discharge to ditches, and in some cases, to City streets from the highways.

B. Other Utilities

1. Electricity

Both the LADWP and Southern California Edison provide electrical service to the Bishop area. The DWP generally serves the older portions of the City and the area north and east of the Owens River, including Laws. SCE serves the balance of the area. Although both the DWP and SCE generate electricity in the region using hydro-electric generators on Bishop Creek and the Owens River, the area is still an energy importer, rather than exporter. It is anticipated that transmission lines will be adequate for the current period. However, as development occurs within the City and the surrounding area, extension of distribution lines into these areas will be required.

2. Telephone Service

Continental Telephone of California (Contel) serves the region with telephone service, including the City of Bishop. The company's main facilities are located in Bishop and are adequate to meet the demand of additional growth without substantial improvements. Additional growth in telephone service is anticipated to result from internally generated demand, as well as from potential new development.

3. Cable Television

Bishop Cable Television, operating under franchise agreements with the City of Bishop and Inyo County, provides cable television service within the City and surrounding area.

C. Educational Facilities

1. Elementary Schools

Elementary school education is provided by the Bishop Union Elementary School District, which operates three schools for children of the greater Bishop area. These facilities are capable of accommodating the needs of students during the planning period. However, as the development of annexed land within the City takes place, additional facilities will need to be added to meet the demand. Growth outside the City of Bishop will have the most significant impact on the need for additional schools and facilities.

The total enrollment of the Bishop Elementary School District as of March 12, 1992 was 1,570 students from Kindergarten to Sixth Grade. The following is a breakdown of the enrollment of the three elementary schools:

■	Home Street School	501 Students
■	Pine Street School	512 Students
■	Elm Street School	557 Students

2. High Schools

High School education is accommodated by the Bishop Union High School District, which comprises only one high school (Bishop High). The current enrollment figure of 563 students is well within the capacity range of the facility, and it is not anticipated that an additional high school must be built during the planning period. Bishop High has an estimated capacity of 1,000 students for a regular attendance program and 1,400 students for a year-round program. The facility is presently short on space for athletic fields and associated activities. Expansion of the current high school will most likely occur if future enrollment numbers indicate the need. A new high school, as indicated in the previous general plan, would require between 30 and 40 acres and cost approximately 50 million dollars to design and construct.

3. Secondary Education

Secondary education for residents of the Bishop area is provided by Cerro Coso Community College. Although the community college is not located directly in the City, it provides undergraduate education for residents of Bishop. Cerro Coso is located on Birch Street west of the City.

D. Governmental Facilities

1. Administrative Center

Administrative centers for the City include the City Hall/Civic Center and County Services Building. The City Hall/Civic Center serves as an administrative center for the City of Bishop (including Parks, Public Works and Fire Department) Northern Inyo Justice Court, Bishop Police Department, Eastern Sierra Community Services District, Inyo County Sheriff's Substation, as well as other offices, such as DWP and State and Federal representation. The main structure provides approximately 30,000 square feet of office space used by the above agencies.

2. Tri-County Fairgrounds

The Tri-County Fairgrounds, located in the north central part of Bishop, is the site of the county fair for Inyo, Mono, and Alpine Counties, as well as other major community events, including Mule Days. The site occupies approximately 56 acres on land leased from the LADWP.

3. Bishop Airport

Bishop Airport, located one mile east of the City, is situated on approximately 850 acres of land leased from the LADWP. The airport is operated by Inyo County and is the region's principal aviation facility. The Airport Master Plan identifies improvement of facilities based on projected needs and does not portray any need to substantially expand the airport. The Comprehensive Airports Land Use Plan prepared in 1991 established projections for land use compatibility and noise impacts associated with projected growth of the airport. These projections indicate that no significant environmental or land use impacts will affect the City of Bishop.

IV. PUBLIC FACILITIES NEEDS

A. Infrastructure

1. Water Service

The following activities are required to improve the existing system to meet the needs of the City, both present and future:

- Additional groundwater sources; additional storage up to 3 MG through construction of a new water storage reservoir.
- Replacement of undersized lines, worn out lines and steel lines.
- Replace the 12-inch diameter transmission line with a 20-inch diameter line.
- Construct interconnecting loops.
- Add isolation valves in the system.
- Upgrade existing fire hydrants; add fire hydrants.
- Develop Master Water Plan.
- Upgrade Public Works facilities, including the shop, tools, equipment and materials storage.

2. Sewer Service

The following activities are required to improve the existing system to meet the needs of the City, both present and future:

- Master Sewer Plan needs to be updated and adopted by the City and Eastern Sierra Community Services District.

- Upgrades need to be made at the wastewater facility, including construction of sludge drying beds, modifications to and automation of the raw sludge pumps, addition of aerators and site improvements.
- Work is needed to improve and replace the sewage collection system, including manholes, main sewer lines, reduction of inflow/infiltration and elimination of inverted sewer mains.
- Upgrade Public Works facilities, including the shop, tools, equipment and materials storage.
- Provide adequate sewer collection, treatment and disposal facilities to serve all areas of the City, both existing and planned.

3. Drainage

The following activities are required to improve the drainage system to meet the needs of the City, both present and future.

- Confirm flood plain regulations.
- Develop a Master Drainage Plan for developed and undeveloped lands.
- Develop measures which protect receiving water from contaminated runoff.
- Confirm standards for construction of curb and gutter sections except where curbs only are predominant.

B. Educational Facilities

As stated above, the existing elementary and high school facilities are adequate to meet the needs of current and future demand. The need for new or upgraded athletic fields and associated activities has been identified in the previous general plan. As development occurs in the developed and undeveloped portions of Bishop, it is necessary to reevaluate the impacts that such development will have on the existing system. As a general policy, each proposed development will be required to incorporate measures to ensure that adequate school facilities are available for new students. Additionally, coordination with Inyo County and the school districts must be achieved in order to allocate funds for the physical requirements needed for school facilities.

1. Community College

As part of the economic development package presented in this general plan, a strong emphasis is placed on expanding the capabilities of the local community college system. In order to help diversify the local job base, as well as stimulate more jobs in the area, the community college can be used to offer a broad range of curricula that could attract non-local students. Programs that focus on the area's physical, cultural, and recreational attributes are certain to attract a wide range of student interest. Studies such as geology, soils, recreation planning, environmental science, and many more should be made available to prospective students.

Once established, the community college could assist the local business sector by providing much needed support for the tourist/convention bureau mentioned previously. Students and faculty could organize or participate in the establishment and/or operation of the bureau at a fraction of the cost of full time professionals. In addition, by attracting visitors to the Bishop area, these same programs will attract and stimulate interest in the community college as well.

2. Other Facility Needs

Other facilities needs can be met by local private utility companies as demand requires. Electricity, phone, cable, etc. are readily available and the utility companies are ready to service new users.

V. GOALS, POLICIES & ACTIONS

A. Goals

- To assure that public facilities and uses have adequate land area in appropriate locations.
- To assure that public facilities and uses are compatible with surrounding land uses.
- To provide adequate public services to existing and future residents of the City of Bishop.
- Provide adequate water supply, storage, transmission and distribution facilities to all areas of the City, both existing and planned.

B. Policies

- The City will maintain adequate public works facilities, equipment, tools and materials to properly operate and maintain public works, including water supply sewage, drainage, street and parking lots.
- Public facilities shall be adequately buffered to protect residential areas, through implementation of landscaping and other physical barriers.
- Beautification and aesthetic values should be considered in the development and operation of public facilities and uses.
- Develop and regularly update a Master Water Plan.
- The City shall update and adopt the Sewer Master Plan in cooperation with the Eastern Sierra Community Services District.
- Operation and maintenance of the water system shall be funded by user fees.
- Operation and maintenance of the sewer system shall be funded by service fees.

- Replacement and upgrades of water and sewer facilities shall be funded by development fees and user fee depreciation.
- Expansion of water supply, storage and transmission facilities; and expansion and upgrade of the sewer treatment and disposal systems shall be constructed by the City using funds from development fees and user fee depreciation.
- Expansion of the water distribution system and the sewer collection system required to meet needs of new development shall be provided by new development through impact fees or actual construction of facilities as a condition of approval.
- The City may enter into reimbursement agreements with developers for the extension and oversizing of water lines and sewer lines.
- The City shall coordinate with the Eastern Sierra Community Services District to utilize both sewer systems to the best advantage of the community.
- Undergrounding of utility lines shall be encouraged for all new projects within the developed urban area and required in existing undeveloped parcels. The Planning Commission shall review development proposals with respect to the feasibility of undergrounding utilities as a Condition of Approval.
- The City shall develop a Master Drainage Plan.
- The City shall continue to regulate construction in the flood plain.
- Curb and gutters shall be required in all new areas. Allow curbs only in existing development.
- Coordinate with Bishop Creek Water Association, the Department of Water and Power, the Department of Fish and Game, Caltrans and Inyo County regarding the flow of water through the community and discharge of runoff into receiving waters.
- The City shall maintain compliance with state and federal standards for water quality and assure that appropriate testing is accomplished according to the State Department of Health Services requirements.
- Encourage expansion of the existing community college system and the utilization of its support for the development and operation of the proposed tourist/convention bureau.
- Projects shall be reviewed by the appropriate agencies during the development approval process.

C. Actions

- Prepare and adopt a comprehensive impact fee schedule for capital improvements and facilities necessary for new development.

Responsible Agency: Public Works, City Council

- Develop a comprehensive program for undergrounding overhead utility lines, focusing on the areas located along the major thoroughfares of the CBD. This program should be coordinated with the implementation of proposed improvements to the Highway 395 Corridor Study and in conjunction with major street reconstruction. Require the undergrounding of utilities to the maximum extent feasible.

Responsible Agency: Public Works Department

- Prepare a Mission Statement (Proposal) for the community college's role in assisting the City in the expansion of the existing curricula and development and operation of the Tourist/Convention Bureau.

Responsible Agency: City of Bishop, Cerro Coso Community College Board, Chamber of Commerce

- Review the capabilities of the Bishop Airport to determine the extent that its facilities can be used to attract and accommodate recreational and business visitors, thus stimulating the local economy.

Responsible Agency: City of Bishop, Inyo County Airport Land Use Commission

- Prepare Master Plans for Sewer, Water and Drainage systems.

Responsible Agency: City of Bishop, ESCSD, Bishop Creek Water Association, DWP, Inyo County.

- The City Public Works Department will maintain Public Works facilities, equipment, tools and materials to properly operate and maintain public works, including water supply, sewage, drainage, street and parking lots, as identified in Section IVA of this Chapter.

Responsible Agency: City of Bishop Public Works Department.

Chapter Eight
PARKS & RECREATION

General Plan for the City of Bishop
Chapter Eight - Parks & Recreation

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Summary	1
B. Background	1
C. Purpose	1
D. Authorization	1
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	2
A. Issues	2
B. Opportunities	2
C. Constraints	2
III. EXISTING CONDITIONS	3
A. Bishop City Park	3
B. Assessment of Existing Facilities	5
1. Playground Areas	5
2. Restrooms	5
3. Aquatic Facility	5
4. Tennis Courts	5
5. Athletic Fields	5
6. Picnic Areas	6
7. Signs	6
8. Landscaping	6
C. Other Recreational Resources	6
D. Bikeways and Recreational Trails System	7
IV. PARKS & RECREATION TRAILS SYSTEM	7
A. Parks Facilities	7
1. Bishop City Park	7
2. Neighborhood Parks	8
3. Private Recreational Areas	8
V. GOALS, POLICIES & ACTIONS	8
A. Goals	8
B. Policies	8
C. Actions	9

General Plan for The City of Bishop
Chapter Eight - Parks & Recreation

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
8-1 Parks and Recreational Areas	4

List of Tables

<u>Table</u>	<u>Page</u>
--------------	-------------

PARKS & RECREATION

I. INTRODUCTION

A. Summary

The availability of recreational opportunities in and around the City of Bishop are one of the greatest assets to the community. Recreation, tourism, and leisure activities are an integral part of the Bishop experience and are an important part of life for most people. Much of the industry that resides in the Bishop area is focused on serving the recreational needs of residents and visitors. A large part of Bishop's recreation demand is for activities such as walking, horseback riding, field sports, swimming, and court sports. Such activities require large open space areas and/or special facilities.

B. Background

Parks standards within local jurisdictions are usually established through an acreage requirement per 1,000 residents. The Subdivision Map Act and the Quimby Act (Section 66477 of the Government Code) relating to parkland dedication sets a criteria of 3 acres per 1,000 residents, although a more generally accepted ratio is 5 acres per 1,000 residents. By either standard, the City of Bishop is well ahead of the basic parkland requirements. The Bishop City Park, comprising approximately 53 acres is of sufficient size to meet these standards. However, many of the facilities are in need of expansion and upgrades. The establishment of neighborhood parks in undeveloped areas of the City can also provide additional recreational amenities geared more specifically for local residents.

C. Purpose

The Parks and Recreation Element has been prepared to identify existing parks and recreational resources serving the City, suggest ways in which additional recreational needs can be satisfied, and guide the acquisition and development of future parks and recreational areas. Goals, policies, and actions contained in this element are intended to help the City prioritize its expenditures on park facilities to achieve a system that best meets the recreational needs of the community.

D. Authorization

Although the Parks and Recreation Element is discretionary, Section 65303(a) of the California Government Code states that the City's General Plan may include a recreation element showing a comprehensive system of areas and public sites for recreation, including, when practical,

locations and proposed development of natural reservations, parks, parkways, beaches, playgrounds, recreational gardens, and other recreation areas.

The element also has been prepared in accordance with Section 66477 which authorizes a city to require the dedication of land or payment of fees in lieu thereof, or a combination of both, for neighborhood and community parks for recreational purposes as a condition to the approval of a tentative map, based on certain conditions as delineated in the code.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- Is the Bishop City Park of sufficient size and capabilities to meet the long term recreational needs of the Bishop community?
- Will the addition of the proposed Community Center provide the amenities necessary in meeting the City's recreational and civic needs?
- Are parks and/or parks facilities needed in other areas of the City to better serve the residential neighborhoods?
- How can the City pay for facilities improvements, additions, and upgrades to improve the quality of the recreational environment in Bishop?

B. Opportunities

- The 53 acre Bishop City Park is of sufficient acreage to meet the standards established by the Quimby Act.
- A portion of the Bishop City Park is undeveloped, allowing for the addition of needed facilities.
- The 1984 Annexation provided open space areas in the northwest portion of the City that could be used for neighborhood parks as that area develops.
- The Fairgrounds provide year-round capability for special recreational events.
- Bishop Creek can provide a unique recreational opportunity for residents and visitors if properly incorporated into the parks system.

C. Constraints

- The Bishop City Park is located on the east side of Highway 395, somewhat isolated from the predominant residential neighborhoods of Bishop.
- Many of the parks facilities are in need of significant repair or improvement in order to adequately serve residents and visitors.

- The cost of upgrading existing facilities and development of new facilities is expensive, requiring strict budgetary consideration.
- The availability of land for development of new parks is limited, privately controlled, and expensive.

III. EXISTING CONDITIONS

The Bishop City Park contains approximately 53 acres, of which 35 acres is developed. The remaining 18 acres is allocated for expansion purposes. With Bishop's existing population level of approximately 3,500 residents, there is ample acreage to meet accepted standards. However, since the park is used heavily by tourists and residents of the unincorporated areas surrounding the City, it is reaching its carrying capacity. Other recreational areas are available to residents, but are located outside of the City limits, including the Bishop Motorcycle Park, Bishop Gun Range, Bishop Model Airplane Field, Bishop Golf Course, Bishop Equestrian Area, Laws Railroad Museum, Millpond Recreation Area, and the Owens River Recreational Area.

A. Bishop City Park

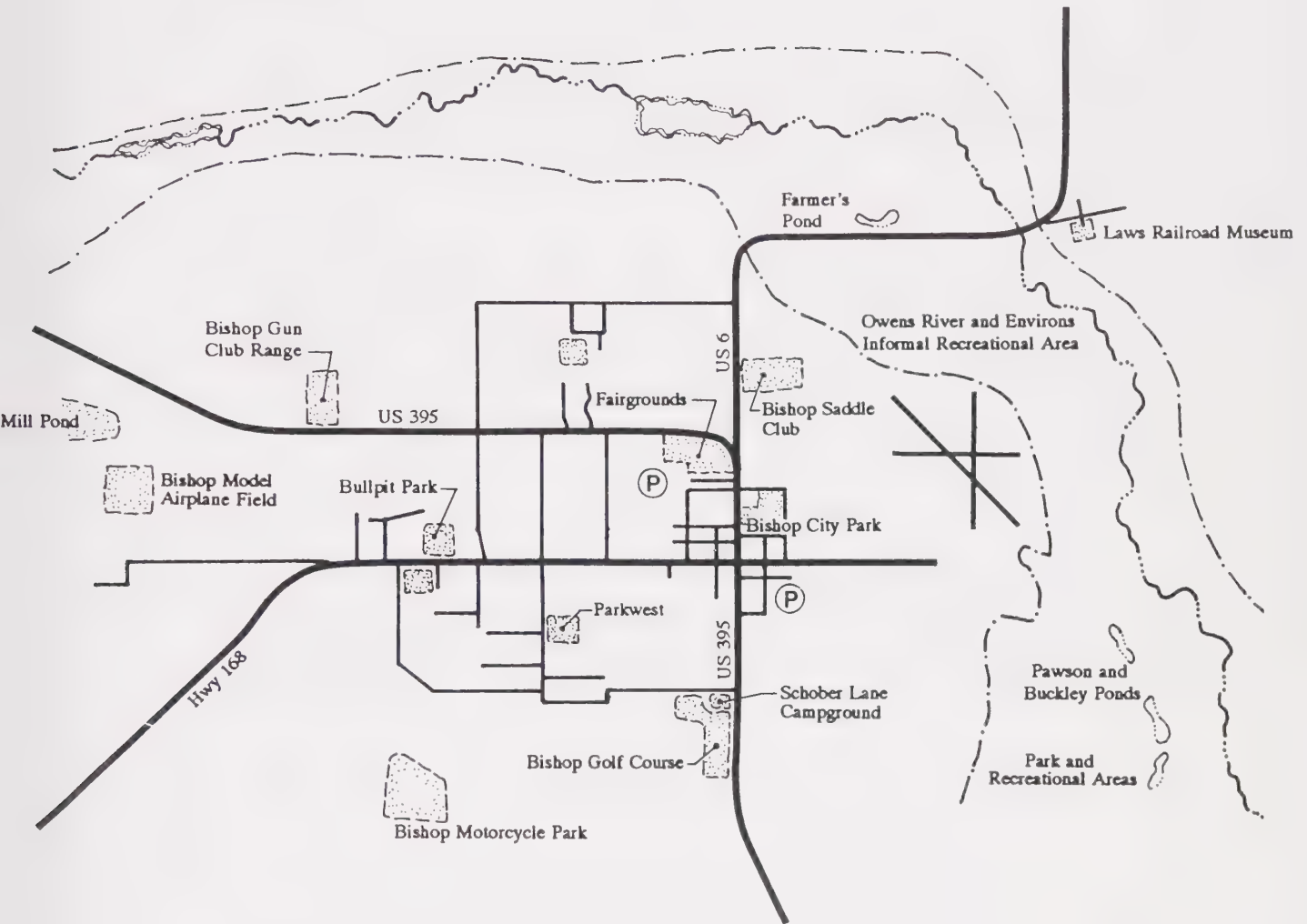
The Bishop City Park serves thousands of Bishop area residents, as well as many thousands of visitors to the area.

The Chamber of Commerce has recorded over 40,000 visits annually at their office in the park. In addition, 500 youth baseball/softball participants, 500 adult softball players, 450 soccer players, 150 swim team members, 20,000 pool visits, and untold numbers of art show spectators, picnickers, band concert goers, and tennis players are well served by the facilities provided.

As with all facilities, there are numerous areas and pieces of equipment that need attention. Most of these are taken care of on an ongoing basis with annual operating funds and park staff maintenance. However, over longer periods of time equipment wears out, entire areas and facilities no longer function properly, and use patterns of people change.

The goal of the Parks Commission is to encourage City Council to continue providing the existing high quality of facilities and services while planning to meet the future needs of residents and visitors.

Parks and Recreational Areas



 Proposed Neighborhood Parks

 Existing Recreation Facilities



B. Assessment of Exiting Facilities

1. Playground Areas

All old play equipment within the park has recently been removed and to date the majority of the equipment has been replaced. Further replacements are accounted for in the current budget. This equipment is placed into two major areas, around the pool facility, and near the back picnic area. The major users are both local and visitors.

2. Restrooms

There is one full time year-round facility in the front of the park. Restrooms also are located near athletic fields 2 and 3, in the pool facility, and at the Chamber of Commerce. New Chamber of Commerce restrooms will meet public access standards. Only the restrooms in the front of the park are open year-round daily and meet public access standards. The Senior Citizen facility has restrooms which are not made available to the general public. There is a major problem due to lack of restrooms near the lower tennis courts and Field 4.

3. Aquatic Facility

A new 8-lane, 25 yard competition/community pool, children's wading pool, and 109' water slide were opened in June 1992. This combination of new pool and renovated bathhouse will meet the aquatic recreation needs well into the future. Primary uses are for community Red Cross instruction classes, open recreational swimming, swim team, and visitors.

The new slide may provide a significant boost in interest from visitors and teens. These are two groups previously less involved.

4. Tennis Courts

There are eight tennis courts, four lighted in the middle of the park and four unlighted in the northeastern section of the park. Six of the eight courts are currently constructed of asphaltic concrete, consequently all having a significant amount of cracking. Two new courts are now in place that are built with concrete. The lighting system on the four upper courts is four years old. Although asphalt courts are the most common and have playability advantages over concrete, their life expectancy is only 12 years. The cracks on the courts require repair at least twice annually. Major users are the Tennis Club, Bishop High School, and a new youth program. While the number of public courts per capita is higher than in most areas, the demand for court space in Spring, Summer and Fall exceeds availability.

5. Athletic Fields

There are four athletic fields, two of which are lighted. The lights on field 1 are two to three years old, the lights of field 2 are 15 to 20 years old. Three of the fields are large enough to be used for both softball/baseball and soccer. The irrigation systems on fields 2, 3, and 4 all need some renovation. The turf areas should be renovated on field 1 due to subsidence and compaction from overuse. Major users are Little Leagues, Bishop and

Mammoth High Schools, adult softball leagues, youth soccer, and a new girls softball league. The demand is currently outstripping the availability. In addition, the youth organizations are facing pressure to expand due to the significant increase in school age children.

6. Picnic Areas

There is a formal picnic shelter in the rear of the park. The shelter is normally booked for weekend use in the spring and summer. The demand for the shelter currently exceeds the availability. There is a substantial lack of benches for park users. However, the portable benches are convenient for community activities but their wood construction makes them vulnerable to deterioration due to constant exposure to irrigation systems and winter weathering.

7. Signs

The Parks Commission recently completed a sign program which provides a complete package of ordinances and rules included on uniform point-of-entry signs.

8. Landscaping

Many of the mature trees in the park are varieties which are susceptible to diseases. Of particular concern are the elms and honey locust, both of which dominate the front and middle sections of the park. The City Council has initiated a tree planting program which will help diversify the tree stock and meet future needs. Modification of the Chamber of Commerce facility has added some spring, summer, and fall color which is easier to maintain.

C. Other Recreational Resources

Recreational resources located outside of the current City limits also offer a diverse range of activities enjoyed by residents and visitors. These resources, both publicly and privately operated, help reduce the burden on Bishop City Park to provide the entire spectrum of recreational activities. These resources include:

- **Fairgrounds** located on Sierra Highway and Main Street provides recreational and cultural events year-round, including Mule Days, concerts, and other special events.
- **Bishop Golf Course** (18 holes) located south of the City on Highway 395.
- **Laws Railroad Museum** located on U.S. 6 northeast of the City.
- **Owens River Recreational Area** located north and east of the City.
- **Mill Pond Recreational Area** located on DWP land consists of 200 acres (40 acres are developed) and is operated by the Inyo County Park and Recreation Department.
- **Bishop Equestrian Area**
- **Bishop Model Airplane Field** located west of the City adjacent to Mill Pond.

- **Bishop Gun Range** located northwest of the City
- **Bishop Motorcycle Park** located southwest of the City

The Owens River Recreational Area and its environs comprise about 10,000 acres and offers fishing, hunting and recreational opportunities related to the Owens River. Being almost exclusively DWP leased lands, area includes lands on either side of the Owens River, including the Buckley-Rawson Ponds and areas north of the Airport. The Department of Fish and Game's Brown Trout Management area is the only area specifically "managed" for recreation related purposes.

D. Bikeways and Recreational Trails System

The Circulation Element contains a proposed Bikeway and Recreational Trails System. The analysis noted that despite favorable conditions, (ie. flat grades, relatively good climate and an outdoor oriented population) there are few facilities for bicycles. As a result the Plan contains a Bikeway System which includes approximately 53 miles of bike paths to be developed linking the major residential, commercial, institutional and recreational areas within the City and surrounding area. The system relies on shared motor vehicle rights-of-way for implementation.

The Circulation Element also includes a Recreational Trails System designed to meet the needs of horseriders, long distance joggers, hikers and other pedestrians. The proposed recreational trails system takes advantage of the many canals, transmission lines, ranches and other roads found in the area. The system links all residential areas with the equestrian area, Fairgrounds, Mill Pond, City Park, Owens River and other areas of interest.

IV. PARKS & RECREATION TRAILS SYSTEM

A. Parks Facilities

1. Bishop City Park

The existing park facilities at Bishop City Park are in need of significant improvement to meet the requirements of residents and visitors. The Parks and Recreation Master Plan identifies a program for the upgrade and expansion of the facilities contained therein. Improvements and renovations are planned for playgrounds, restrooms, benches, walkways, horseshoe pits, and athletic facilities. New facilities are planned as well, including a community center complex, restrooms, an event board, group picnic facilities, and tennis courts.

These improvements and additions, once completed should significantly improve the characteristics of City Park. Utilization of the entire 53 acres is important in providing for the overall recreational needs of Bishop residents and visitors. The Community Center alone, will provide year-round recreational opportunities, as well as offer conference facilities and meeting rooms.

2. Neighborhood Parks

The previous General Plan identified the need for the location of neighborhood parks in the northwest and southeast portions of Bishop. These parks were intended to be incorporated as part of new development in these expansion areas. The neighborhood parks are recommended to be 2.0 to 2.5 acres each, serving a population level of approximately 1,000 residents. It is important that a Parks Master Plan be adopted to specify the location and size of these neighborhood parks in order to assure that the City will be adequately providing recreational and open space areas for its residents.

3. Private Recreational Areas

Private recreation areas in and around the City offer the widest range of recreational opportunities that exist in Inyo County. The City should continue to encourage their development, improvement, and expansion to meet the growing need for such facilities. Cooperation by the Chamber of Commerce, the Visitors Bureau, and the City itself is important in assuring that private recreational areas are well utilized. Special events, tournaments, and other promotions should be encouraged.

V. GOALS, POLICIES & ACTIONS

The following goals, policies, and actions are intended to guide the City's decisionmakers in determining how to adequately serve the recreational needs of Bishop's current and future residents.

A. Goals

- To increase outdoor recreational opportunities and recreational use of the area's vast open space resources.
- To prevent the degradation of the City's and area's recreational resources.
- To upgrade the existing facilities in Bishop City Park to reflect the current demand for recreational activities.
- To assure that neighborhood parks are incorporated into the planning of the undeveloped portions of the City.

B. Policies

- The City shall require the incorporation of parks facilities, or fees in lieu, into the development of the recently annexed portions of the City.
- The City shall require the incorporation of bikeways and recreational trails into new developments to correspond to the facilities identified in the Circulation Element.
- The City will work closely with the Parks Commission to assure that adequate parks facilities are provided and maintained to the highest possible standards.

- The City shall encourage the continuation and enhancement of the role of the Chamber of Commerce, whose primary purpose is to coordinate and market visitor programs that exist within the City and the surrounding area.
- The City shall cooperate with Inyo County, State, and Federal agencies to assure that regional parks and recreational facilities are provided and maintained in the Bishop area.
- The City shall prioritize the development of the Community Center which will provide a variety of functions for both residents and visitors of Bishop.

C. Actions

- Authorize the Parks Commission to amend the parks and recreation master plan to include Bishop City Park and two neighborhood parks located in the City.

Responsible Agency: Planning Commission, City Council, Parks Commission

- Organize a Visitors/Tourist Bureau to actively market the tourist industry and recreational opportunities within the City and surrounding area.

Responsible Agency: City of Bishop, Chamber of Commerce, general public

- Implement proposed facility improvements to Bishop City Park as presented in the Parks and Recreation Master Plan of 1990.

Responsible Agency: City of Bishop, Parks Commission

Chapter Nine
CONSERVATION/OPEN SPACE

General Plan for the City of Bishop
Chapter Nine - Conservation/Open Space

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Background	1
B. Purpose	1
C. Authorization	2
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	2
A. Issues	2
B. Opportunities	2
C. Constraints	3
III. EXISTING CONDITIONS	3
A. Background	3
B. Natural Resources	3
1. Plant Life	4
2. Wildlife	5
3. Regulations	8
4. Water Quality	11
5. Geology and Soils	13
6. Historical-Cultural Resources	14
7. Climate-Air Quality	15
IV. CONSERVATION/OPEN SPACE NEEDS	17
A. Preservation of Natural Resources	17
B. Conservation of Non-Renewable Resources	17
C. Protection of Life and Property	17
D. Preservation of Good Air Quality	17
E. Preservation of Scenic and/or Open Space Resources	18
V. GOALS, POLICIES & ACTIONS	18
A. Goals	18
B. Policies	19
C. Actions	19

General Plan for The City of Bishop
Chapter Nine - Conservation/Open Space

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
---------------	-------------

List of Tables

<u>Table</u>	<u>Page</u>
9-1 Sensitive Plant Species and Communities in the Project Region	7
9-2 Sensitive Animal Species in the Study Area Vicinity	7

CONSERVATION/OPEN SPACE

I. INTRODUCTION

A. Background

The Conservation/Open Space Element of the General Plan identifies significant natural and man-made resources that exist within the City and surrounding area and provides policies and actions for the preservation and best utilization of those resources. The previous General Plan designated this element as the Environmental Resources Element. But for the purpose of this update, it will be essentially renamed as the Conservation/Open Space Element to more accurately reflect the State General Plan Guidelines. Most of the information is directly derived from the previous general plan and amendment (1984).

Natural resources include mineral deposits, hydrologic resources, areas of historic or archaeological significance, open space/scenic areas, prime agricultural land, and areas containing unique wildlife or vegetation. These natural resources are being consumed or impacted by human activities, and the principal objective of resource policies is to minimize the level of impact of urban activities as the community grows. In addition to these physical resources, the Conservation/Open Space Element will address impacts on air quality resulting from implementation of land use policies.

The City of Bishop occupies approximately 2 square miles of land in the northern portion of the Owens Valley. Having such a small land area and urban character, the City has few environmental open space resources within its boundaries. In contrast, the surrounding area possesses many unique and important environmental open space resources. These resources were inventoried, analyzed and addressed in the Bishop Community Plan, and this element is derived from that source.

B. Purpose

The Conservation/Open Space Element is a combination of two mandated elements; Conservation and Open Space. These two elements are combined due to the considerable overlap that exists in the legislative requirements of each, plus it promotes internal consistency and avoids duplication of information. The element is designed to identify the goals, policies, and actions which the City can utilize to conserve and manage the existing natural resources of the City and surrounding area.

C. Authorization

Government Codes Sections 65302(d), 65302(e), and 65560 through 65567 mandate each city and county in California to adopt Conservation and Open Space Elements, which are intended to provide direction for the conservation, development, and utilization of resources, including water and its hydraulic forces, forests, soils, rivers, natural open spaces, plant and animal life, minerals, and other resources where applicable.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

- Preservation of Natural Resources. The abundance of wildlife and native plants in and around the City of Bishop require the sensitive approach to the development of urban uses. Areas which have significant ecological importance must be preserved whenever possible.
- Managed Production of Resources. Geologic conditions of the area, as well as the characteristics of the soil must be carefully managed to assure that no disruption to sensitive watershed areas occurs. Mining and agricultural/ranching activities also require careful management in order to minimize impacts on the ecological systems.
- Outdoor Recreational Areas. Open space areas which possess significant scenic and recreational value must be preserved in their natural state so that they may be enjoyed by current and future residents and visitors of the Bishop area. Historical and cultural resources that exist within the City and area also must be protected from urbanization.

B. Opportunities

- The City of Bishop and the surrounding area is situated in an area containing a vast amount of scenic, cultural, and natural resources which have not been disturbed by urban development. These areas offer a significant interaction between the natural environment and recreational activities.
- Naturally occurring streams which flow through the City provide an excellent open space amenity that can be utilized as part of the recreational system.
- Many governmental agencies provide programs to manage the nearby natural and recreational resources, thus assisting Bishop with their tourist industry development.
- The vast amount of open space surrounding the Bishop area provides excellent preservation of native plant and animal species.
- The groundwater quality of the domestic supply is excellent, and offers a good supply of water for existing and future development.
- Air quality within the Bishop and Owens Valley is good, rarely exceeding state air quality standards.

C. Constraints

- The City is located in a geologically active area, indicating the potential for ground disturbance and displacement of soils throughout the region.
- The surface water quality in the Bishop area is not suitable for many purposes, containing a high coliform content.
- The lack of developable private land creates a substantial risk to existing natural open space areas that are privately held.
- Acquisition of open space areas in the Bishop planning area could create a cost burden to the City government and private development.

III. EXISTING CONDITIONS

A. Background

In order to understand the complexities involving natural resources that exist within and around the City of Bishop, it is important to point out the dominant political characteristics. Less than 2% of the 10,000 plus square miles of Inyo County is privately owned. Federal agencies including the Department of the Interior (BLM and National Park Service) and the Department of Agriculture (U.S. Forest Service) own or exercise control over most of Inyo County. Within the Owens Valley and the City of Bishop, the Los Angeles Department of Water owns in excess of 90% of the Valley floor. This characteristic also pertains to the annexed land area within the City, with the LADWP owning the majority of land.

Groundwater pumping is the most significant environmental issue affecting the resources of the Owens Valley and the City of Bishop. The pumping of groundwater impacts the Valley's vegetation, wildlife, air quality and economy. Inyo County feels that these impacts will be significant enough to effectively degrade the environmental resources of Inyo County to the point where other alternatives should be employed. The LADWP agrees that there will be impacts, particularly to vegetation, but disagrees over the magnitude and significance of these effects. In any case, it is apparent that a water resource management plan must be prepared to address this issue. This plan is not part of the Bishop General Plan process, since it encompasses a much larger context than the Bishop planning area.

B. Natural Resources

This section is intended as an overview of the plant communities and selected biological resources within the Bishop General Plan study area, the latter of which are identified in the Department of Fish & Game Natural Diversity Database (NDDB, 1992). Sensitive biological resources include: (1) species given special recognition by federal, state, or local resource conservation agencies and organizations due to declining, limited, or threatened populations, resulting in most cases from habitat reduction; and (2) habitat areas that are unique, of relatively limited distribution, or of special value to wildlife.

1. Plant Life

The 1980 Bishop General Plan contained the following introduction to the five plant communities in the project vicinity.

Freshwater Marsh

This community, sometimes called the tule marsh complex, occurs in shallow water and along the margins of standing freshwater associated with springs, seeps and ponds. Elements of this community also occur in irrigated pastures and places with high ground water and slow moving ditches and drains. Water and alkalinity affect the type of species present. The freshwater marsh community is of considerable importance due to its high productivity and its high habitat value for various insects, birds, and mammals. Some of the more common species found in this community include cattail (*Typha spp.*), Sedge (*Carex spp.*), monkey flower (*Mimulus spp.*), bulrush (*Scirpus spp.*), and rush (*Juncus spp.*).

Riparian Woodland

This community is associated with streams and rivers. Its productivity, niche diversity and association with water make it one of the most important plant communities found in the Bishop area. In addition to providing food and cover, riparian woodlands provide travel corridors for wildlife. Typically, the riparian woodland includes trees, shrubs and an understory. In the lower portions of Bishops Creek, the larger canals and along the Owners River; species typically associated with the freshwater marsh community are mixed with the riparian woodland. Some of the more common riparian woodland species include: willows (*Salix spp.*), cottonwood (*Populus spp.*), locust (*Robinia pseudoacacia*), water birch (*Betula occidentalis*), salt grass (*Distichlis spicata*), and wildrose (*Rosa woodsii*).

Sagebrush Scrub

Sagebrush scrub is a common plant community in and around the study area on well drained, deep, pervious soil areas such as alluvial fans or other similar areas of the valley floor. The sagebrush scrub community requires approximately 6-15 inches of rainfall annually. Typically, the sagebrush scrub community intergrades with other scrub or alkali-influenced plant communities of the Owens Valley. Despite limited water availability, the sagebrush scrub community is relatively productive, particularly for wildlife. Sagebrush or the many species of sagebrush are found from the valley floor to the upper reaches of both the Sierra Nevada and White Mountains. Some of the more common species found in this community include: sagebrush (*Artemisia spp.*), rabbitbrush (*Chrysanthemum nausesus*), bitterbrush (*Pursha tridentata*), cotton thorn (*Tetradymia spibitus*), and desert peach (*Prunus andersonii*).

Shadscale Scrub

This community, sometimes referred to as semi-desert scrubland occupies areas with heavy soil and hard pans. Plants from this community are shallow rooted and depend largely on precipitation rather than groundwater. Although the plants of this community exhibit a greater tolerance for alkalinity and salinity than do those found in the sagebrush

community, they are not specifically an alkali community. Dominated by the plants from the *atriplex* genus, the community derives its name from the most common, the shadscale. Some of the more common plants found in the community include: shadscale (*Atriplex spp.*), bud sage (*Artemisia spinescens*), spiny hopsage (*Grayia spinasa*) and bird-nest buckwheat (*Eriogonum nidularium*).

Alkali Scrub/Grassland

This community, which contains two sub-elements, is not widely recognized by the California experts due to their limited distribution and specialized nature. This community is set apart by its adaption to high alkalinity and typically is comprised of a mixture of shrubs and grasses. Typically the plants of this community are associated with alkaline soils derived either as playas (evaporites) or the locations where capillary rise (surface evaporation which draws water through minute soil cracks) has resulted in significant salt deposits on the surface of the soil. Productivity in this community tends to be mixed, although portions of the alkali grassland tend to be used for grazing. Beginning with the grasses the following species are associated with the alkali scrub-grassland community: saltgrass (*Distichlis spicata*), alkali sacaton (*Sporobolus airoides*), Indian rice grass (*Oryzopsis humenoides*), saltbush (*Atriplex spp.*), rabbitbrush (*Chrysothamnus spp.*), and Nevada ephedra (*Ephedra nevadensis*).

Irrigated/Urban

Much of the plant life in and around the City of Bishop is associated with irrigated pastures. Irrigation has created an assemblage of native and introduced plants. The application of water has resulted in greater overall productivity in an area where water availability is a significant limiting factor. This relatively high productivity gives this plant combination considerable importance for wildlife. Some of the more common plant species in this assemblage include willow (*Salix spp.*), cottonwood (*Populus spp.*), alkali sacaton (*Sporobolus airoides*), various grasses, wild rose (*Rosa woodsii*), Dock (*Rumex spp.*), and white sweet clover (*Melilotus sp.*).

Other significant groupings of plants found in the Bishop area include cultivated alfalfa, urban landscaping and significant stands of willow, poplar, cottonwood and locust.

2. Wildlife

A complete list of species that occur in the study area and its surroundings is beyond the scope of this report. The Owens Valley supports a diverse wildlife population, in part because of its location at the junction of the Great Basin, Sierra Nevada and adjacent Mojavian biotic provinces. The Department of Fish and Game inventoried the fauna of the Owens Valley in conjunction with the development of base line data. This inventory concluded that there were more than 270 species of birds, 72 mammals, 14 fish, 30 reptiles, 6 amphibians and numerous invertebrates which occur in the Owens Valley. Fish are an important wildlife resource that occur in the aquatic habitats in and around Bishop. Most of the fish of the Owens Valley are introduced. The four native fish species; Owens Tui chub, Owens sucker, Owens pupfish, and Owens dace, exist as remnants in locations in and around the Bishop area. Trout, both rainbow and brown, are found in the Owens River, Bishop Creek and the larger canals of the planning area. Brown trout are managed as a self-supporting species particularly in the Department Fish

and Game's Brown Trout Management Area, a section of the Owens river from Pleasant Valley to the Five Bridges Area. Rainbow trout are regularly planted in the Owens River and Bishop Creek. Warm water species including bass, bullhead, catfish, sunfish and bluegill were introduced into the Sanders and Rawson Ponds, although many of these fish now inhabit the Owens River and various canals of the planning area. Mosquito fish and carp have also been introduced and have become more or less naturalized, particularly mosquito fish in the area's ditches and canals.

Wildlife Corridors

A wildlife corridor is a strip of land connecting two or more larger land areas that is free of barriers which would seriously curtail or prevent wildlife passage. These corridors can serve as useful habitat in their own right, or can serve as travel lanes for seasonal movements of wildlife. Their value depends upon width, habitat type and structure, nature of surrounding habitat, human use patterns, and other factors. Typically, a wildlife corridor provides refuge and ease of movement, and often follows ridgelines or drainages. Wildlife movement corridors are important for the free movement of animals between population centers, for access to food and water sources during drought, as escape routes from brush fires, and, in the longer term, for dispersal of individuals between populations. Corridor boundaries are not regarded as absolute. The size of a corridor will fluctuate depending on existing environmental conditions.

Urban development fragments natural habitats into smaller and more isolated units which affects the ability of certain species to live. In the process, it destroys habitat of many species, modifies habitat of others, and creates new habitat for some. Habitat size is the most important factor in determining land vertebrate species diversity. The degree of habitat isolation and percentage of vegetative cover are other major factors in species variety and abundance.

Dispersal of individuals between populations is important in maintaining viable wildlife and plant populations. As they become more fragmented and isolated, their likelihood of survival is reduced. In addition, the smaller the population (as in populations isolated by development), the greater the likelihood of inbreeding, which allows harmful, or fatal, recessive traits to be paired together, thereby manifesting the trait. Wildlife corridors can prevent local extinctions by connecting relatively small open space preserves, thereby allowing gene flow and providing for a wide diversity of genetic traits throughout the interconnected populations.

Sensitive Species and Plant Communities

The plant and animal species of special interest that potentially occur in the study area are summarized in Tables 1 and 2. These lists were compiled using the NDDDB list of special animal species (NDDDB 1992); U.S. Fish and Wildlife list of candidate animal species (Federal Register, 1991) and through consultation with the Department of Fish & Game office in Bishop. The list includes species listed by the state or federal governments as endangered, threatened or rare and species which are candidate for future listing. It also encompasses those species determined by the NDDDB to meet the CEQA (Section 15380) criteria as "rare and endangered", even though they have not been officially listed by any agency. For both plants and animals, the NDDDB reveals a number of species removed from the study area that are unlikely to occur in or around

Bishop. For plants, this includes the White Mountain horkelia (*Hackelia brevicula*) and the Poison Canyon stickseed (*Hackelia brevicula*). The animals include the wolverine (*Gulo gulo*) and Nelsons bighorn sheep (*Ovis canadensis nelsoni*).

Table 9-1 Sensitive Plant Species and Communities in the Project Region			
Species	Status		Comments
	Federal	State/ Local	
<i>Sidalcea covillei</i> Owens Valley checkerbloom	C2	E	Occurs in project vicinity (NDDDB, 1992).
<i>Calochortus excavatus</i> Inyo County mariposa lily	C2		Occurs in project vicinity (NDDDB, 1992).
Status C1 Species for which there is sufficient biological information to support a proposal to list as Endangered or Threatened. C2 Candidate for federal listing, insufficient information for listing at this time. CT State listed as threatened.			

Table 9-2 Sensitive Animal Species in the Study Area Vicinity			
Species	Status		Comments
	Federal	State	
F I S H			
<i>Gila bicolor snyderi</i> Gila tui chub	E	E	Potentially occurs in study area.
<i>Cyprinodon radiosus</i> Owens pupfish	E	E	Type locality is from Fish Slough, aprox. 16 km N of Bishop. Not found within downtown study area, but occurs in surrounding area.
<i>Catostomus fumeiventris</i> Owens sucker		CSC	Endemic to the Owens River drainage and occurs in Bishop Creek and canals around the study area.
<i>Rhinichthys osculus</i> Owens speckled dace	C2		Several subspecies not yet formally described occur in the study area (Sada, pers. comm.).
B I R D S			
<i>Accipiter gentilis</i> Northern goshawk	C2	CSC	Probably forages in the study area occasionally, but not known to nest in the vicinity.
<i>Accipiter cooperi</i> Cooper's hawk		CSC	
<i>Buteo swainsoni</i> Swainson hawk	3C	T	Forages in riparian areas near alfalfa, hay, or wheat fields supporting vole populations (NDDDB, 1992).

Table 9-2 Sensitive Animal Species in the Study Area Vicinity			
Species	Status		Comments
	Federal	State	
<i>Icteria virens</i> Yellow-breasted chat			Nests in willow thickets, often mixed with cottonwoods and shrub understory (NDDDB, 1992).
<i>Asio otus</i> Long-eared owl		CSC	Occurs in riparian woodlands and forages in adjacent open lands (NDDDB, 1992).
<i>Coccyzus americanus occidentalis</i> Western yellow-billed cuckoo	C3	E	Nests in willow thickets, often mixed with cottonwoods and shrub understory (NDDDB, 1992).
<i>Lanius ludovicianus</i> Loggerhead shrike	C2	CSC	
M A M M A L S			
<i>Plecotus townsendii pallescens</i> Pale big-eared bat			
<i>Taxidea taxus</i> American badger		CSC	
<i>Felis concolor</i> Mountain lion		P	
Federal FC2 - Federal Candidate List 2 insufficient information for listing at this time. E - Listed as federally endangered. PE - Proposed to be listed as endangered. P - Protected from take by federal law. State E - Listed as endangered by the State of California. T - Listed as threatened by the State of California. CSC - California species of special concern. P - Protected from take by California law.			

3. Regulations

The Federal Endangered Species Act of 1973

The endangered species act states that no federal agency shall jeopardize the continued existence of an endangered or threatened species and are required to consult with the USFWS on any action proposed, authorized or carried out by a federal agency that could affect these species. This would include projects in which permits are authorized or some type of federal funding is provided. Normally, an informal consultation process in which the resource agency notes the presence of any listed threatened, endangered or candidate species which could occur in the project area. It is required that any potential impacts to these species be addressed in the environmental documentation developed for the project. To determine if a listed species and/or its critical habitat may be affected a biological assessment, providing the information on the species and the potential impacts of the proposed project to the USFWS. If a species or its habitat may be affected then a formal consultation process is initiated. This results in the development of a Biological

Opinion from the resource agency determining if the project could jeopardize the species and any stipulations to reduce impacts to the species in question. The potential loss of a species or critical habitat has been allowed under Section 10 (Incidental Take Provision) of the Act, where the area has been subject to a previously approved Habitat Conservation Plan for that species, such as the least Bell's vireo or the Stephen's kangaroo rat (Recon 1988, 1989).

The Federal Clean Water Act

Section 404 of the Clean Water Act is administered by the U.S. Army Corps of Engineers. This section regulates the disposal of dredge and/or fill material into waters of the United States. Additionally, the placement of any structures into these areas is regulated by Section 10 of the Rivers and Harbors Act. These regulations not only cover activities in bays, waterbodies, and rivers but also in wetland areas. Currently, if the project is less than 10 acres, it may already be authorized under one of the existing nationwide permits. Otherwise, the applicant must apply for a 404 permit if the project could affect Waters of the U.S or adjacent wetlands. Waters of the U.S. are defined to include all rivers and streams, including intermittent streams, to the normal high water mark, as defined in Section 328 of the Clean Water Act (Goode and Pierce 1990). The application must comply with section 4041b, which requires that the applicant show there is no practical alternative to the proposed action.

An individual 404 permit requires a formal application process, which includes a public review period and a NEPA compliance review. An analysis of possible alternatives must be considered for the 404 permit with preference always being given to the avoidance alternative. As noted in the EPA implementation procedures of the 404 program for non-water dependent projects "no discharge shall be permitted if there is a practical alternative which would have less adverse impact..." (U.S. Army Corps of Engineers and EPA 1989).

The recent agreement between the U.S. Army Corps of Engineers and EPA (1989) on the procedures for mitigation on 404 permits (Clean Water Act), re-emphasize the "no net loss" policy for wetlands and requires a minimum 1:1 acreage replacement to achieve this goal. It also contains provisions for even higher compensation ratios, in areas with high functional values.

The USFWS under its authority of the Fish and Wildlife Coordination Act and the Endangered Species Act also reviews the application to insure that endangered or threatened species would not be jeopardized and that fish and wildlife habitat conservation have been considered within the proposed project. The USFWS may require mitigations be developed in accordance with their mitigation policy (USFWS 1981) regarding the loss of any wetland habitat.

Besides the Clean Water Act Executive Orders 11988 (floodplains) and 11990 (wetlands) require that federal agencies consider floodplain management and/or wetland conservation in authorizing or carrying out any federal action. Generally, the action of these orders is in the form of agency guidelines (Water Resources Council 1978), which

require agencies to contain sufficient information in their environmental documentation to describe existing floodplains in the project area and insure that feasible alternatives have been examined to reduce floodplain encroachment or wetland disturbance.

Other important federal regulations concerning biological resources include:

Fish and Wildlife Coordination Act

This act requires federal agencies sponsoring or authorizing water development projects, e.g. Corps of Engineers, to consult with the USFWS to insure that the conservation of fish and wildlife resources has been considered in the proposed project. The USFWS also reviews the project to determine if sufficient measures to compensate for potential impacts have been developed.

Migratory Bird Treaty.

The USFWS is responsible for the conservation and management of both game and nongame migratory bird species. On proposed development projects the USFWS may review projects to determine if there are potential impacts to wintering, resting or nesting habitats of known migratory species.

The California Endangered Species Act (CESA)

The CESA and the older Native Plant Protection Act (NPPA) prohibits the taking of any endangered, threatened or rare plant and/or animal species in the state. It also details the procedures for listing the species and protects candidate species. The CESA requires that state agencies do not jeopardize the continued existence of any listed species and require a consultation, similar to the federal Section 7, on CEQA projects to allow for an biological opinion on the effect of the project to a listed species. CESA also provides for an informal consultation procedure for state and local agencies. The purpose of this consultation is to allow for early communication with CDFG to determine if any listed species could occur in the proposed project area and any concerns of the CDFG. However, due to the retention of the Native Plant Protection Act, plant species can be disturbed upon 15 day notice to the CDFG.

The California Environmental Quality Act (CEQA)

CEQA provides the most important conservation measures for plants, wildlife and their habitats. Under CEQA the lead agency must consider the existing resources, potential project impacts and develop mitigation measures for any significant impacts. In addition CEQA requires that projects affecting sensitive wildlife habitats, such as wetlands, riparian areas, etc., and areas of critical sensitivity be reviewed by the appropriate state agencies (CDFG) even if the state has no jurisdiction over the project, under Section 15206 Projects of Statewide, Regional or Areawide Significance of the CEQA guidelines.

CEQA also requires that potential impacts be determined not only on listed endangered, threatened or rare species but also those species "likely to become endangered in the foreseeable future" under Section 15380 of the guidelines. This consideration would include those species on the state, CNPS 1, or federal candidate lists or species noted of

local concern. State lead agencies are required to consult with the CDFG on CEQA projects that may affect state listed species.

The State Department of Fish & Game Stream Alteration Agreement (1601, 1603)

The CDFG requires that an agreement be completed and approved by the CDFG before any alteration of a river, stream, or lake is conducted. The usual procedure is for the description of the project; existing biological resource information; potential impacts and mitigation measures to be described in the CEQA documentation. Final development of the mitigation design and actual application for the agreement is done prior to the onset of construction. The agreement is not a permit and any disagreements on the scope of the mitigation requirements are resolved in a binding arbitration process.

Currently, all agreements must comply with the CDFG's wetland policy (CDFG 1987, 1991) of no net loss of wetlands. Mitigation measures would have developed in compliance with the CDFG's wetland protection position (1990). These guidelines note that avoidance is always the preferred alternative, since the creation of new wetlands always has an element of potential failure. The guidelines also stress the onsite compensation for the loss of wetlands, since this would benefit existing wildlife populations. These guidelines require that at a minimum the mitigation must assure that there is "no net loss" of wetland acreage or habitat values. The emphasis on protection also includes a requirement for 100 ft. buffer for any development that would potentially encroach on a riparian area.

4. Water Quality

According to the 1991 Annual Water Quality Report for the City of Bishop, the quality of water used for potable purposes is of extremely high quality. The source of water for the City of Bishop is the underground aquifer of the "Bishop Cone". Water is pumped from the aquifer by three wells, as described below:

- Well No. 4: This is Bishop's primary well, located approximately 3 miles west of the City and 260 feet south of Highway 168 (West Line Street) near Bishop Creek. This well produced about 530 million gallons, accounting for 93% of the City's water production.
- Well No. 2: This is the backup source of water for Bishop, located 400 feet north of Sierra Street and 550 feet west of Main Street. The well normally operates during April through September and produced about 20 million gallons, accounting for 4% of water production.
- Well No. 1: This well is an inactive well available for emergencies such as fires. The well is located at the southwest corner of Warren Street and Church Street behind the Police Dept. This well is not used as a normal production source because some water quality tests have shown fluoride concentrations equal to the maximum state standard. Because of a burned out motor at Well No. 4, Well No. 1 was operated during the summer and produced 16 million gallons or 7% of the total water production during that time.

The City of Bishop operates under permit by the State of California Department of Health Services. The drinking water standards are established both by DHS and EPA in compliance with the Safe Drinking Water Act.

The water system is tested frequently in accordance with a schedule established by DHS. Water samples are taken by Public Works maintenance personnel and tested at Inyo County's laboratory. Bacteriological samples are taken at least once a week at various locations throughout Bishop. Samples are also taken at Wells No. 4 and 2 monthly and at Well No. 1 quarterly. Samples for the physical quality of the water are taken monthly at various locations throughout the City. All test results are reported to DHS.

Radioactivity monitoring was done in 1985, 1987, and 1990. Additional monitoring will be done every 3 years beginning in October 1993. The water sources have also been tested for organic and inorganic chemicals according to DHS requirements. The test results and standards are shown in the following Table.

The groundwater supply for the City of Bishop is of excellent quality. Water from Wells 1 and 2 is not treated. Water from Well 4 is chlorinated at 2 locations to prevent water-borne diseases and stop growth from forming inside the pipe network. The water is safe to drink and no contamination is evident. Organic and inorganic chemicals are either not detectable or are found in a fraction of the maximum contaminant level. The Water is aesthetically pleasing, being clear, soft, clean and has very low concentrations of constituents in both adopted and unadopted secondary standards. Fluoride is detected in very low levels and is not added to the supply. Sodium levels in the water are also very low.

Water Resources-watershed

The water resources of the planning area, both surface and groundwater, originate in the adjacent mountains as snow. The City of Bishop is located in the lower Bishop Creek drainage, the largest tributary to the Owens River. In addition to Bishop Creek, the Owens River passes to northeast of the City. Both Bishop Creek and the Owens River are regulated by dams upstream. Reservoirs designed to release water for power generation are located on both forks of Bishop Creek while the Owens River is regulated at Pleasant Valley. No additional reservoirs on either stream are contemplated by any agencies at this time. Approximately one half mile below southern California Edison's Plant Six, Bishop Creek divides into two streams. The north fork of Bishop Creek passes through the Mc-Laren, Bishop Reservation and lower Dixon Lake/Meadow Farms areas before joining the Owens River north of the Airport. The south fork of Bishop Creek passes through the Bishop reservation and City of Bishop before entering the Buckley-Rawson Ponds south of the airport. Using water diverted from the Owens River and Bishop Creek, numerous canals, ditches and drains interlace the area. The allocation and management of most of this distribution is carried out by the Bishop Creek Water Association, in existence since 1897. There are many ponds and water bodies allocated for wildlife habitat. Buckley and Rawson Ponds, located southeast of the Airport, are the largest of these ponds.

Runoff data indicates that Bishop Creek experiences peak flows one out of every five years in response to precipitation. Long term runoff data indicates that Bishop Creek has an average annual discharge of 67,330 acre feet or 93 cubic feet per second (cfs.). The Owens River has an average annual discharge of 329,120 acre feet or 440 cfs.

Scenic Resources

Panoramic views of the surrounding Sierra Nevada and White Mountains, along with the surrounding ranch and open space lands are the dominant scenic features in the Bishop area. Spectacular views of the mountains are available from many vantage points within the City. Within the developed portion of the City, panoramic views tend to be obscured by buildings, trees and utility wires.

The open agricultural/ranch lands that surround the City are important elements in the scenic imagery of Bishop. Irrigated pasture, tall grass, and grazing cattle under cottonwood trees provide strong character of the area. The deep green of alfalfa fields are quite a contrast to the streets, parking lots and buildings or the dry, brown, scrub lands surrounding Bishop. Few communities have such a unique, scenic setting. These lands, owned by the City of Los Angeles DWP, virtually assures their permanence as scenic open space land. Preservation of both panoramic views and views of adjacent agricultural lands which form the "edge" of urbanized areas is important to retain.

Another similar scenic aspect of the community involves the tree lined roads and lanes of the City. The view while traveling on these roadways reinforces the image of Bishop as a "rural" community. Preservation and/or replacement of the trees that line these roads would contribute greatly to the preservation of the scenic qualities of the City's environmental character.

5. Geology and Soils

Although the City of Bishop is situated on the Owens Valley floor, there are several important land forms which influence the environment. Mountains, composed of igneous rock or metamorphic rock are readily distinguished by their high elevation and steep slopes. Alluvial fans, composed of poorly sorted, unconsolidated material, are located at the outwash of nearly all mountain canyons. Uniform slopes and fan shapes characterize alluvial fans. Composed of pervious material, alluvial fans are thought to be the site of considerable groundwater recharge. The Valley floor is composed of smaller, well sorted material deposited by decreasing stream gradients. Although relatively flat, the City area has a west to east slope with an approximate 1.5 percent gradient. Other landforms of interest found in or adjacent to the City include the volcanic tableland, volcanic cones, or the base of volcanic extrusion, and river terraces adjacent to the Owens River.

Major faults occur along the base of the mountains and on the valley floor. The Fish Slough Fault is the most significant of these found in the Bishop area. Located between the City of Bishop and the Bishop Airport, the Fish Slough Fault runs generally north-south with numerous lineaments or splinter faults in a similar fashion. Seismic hazards and their relationship to land use is the subject of the Alquist-Priolo Special Studies Zones Act and the Safety Element of the General Plan.

Nearly all of the soils of the planning area are alluvial, transported by streams draining from the adjacent mountains. Generally, the soils in the Bishop area fall into two categories; the older more mature soils which often have hard pan conditions and tend to be of limited agricultural value, and the younger soils, characterized by more porous, even textured conditions which are among the most productive found in the Owens Valley. The Johnstonville soil series is typical of the older soils. The more recent alluvium includes the Lahontan, Lynndyl, Cajon and Bishop series. Soil limitations for agricultural use include alkali, stoniness and high groundwater conditions. Soil limitations for construction purposes are limited to high groundwater conditions in the Dixon Lane/Meadow Farms area.

6. Historical-Cultural Resources

Archaeological or Pre-historic

Physical evidence indicates that the Owens Valley was occupied by a people thought to belong to the Ponto Basin culture prior to being occupied by the Northern Owens Valley Paiutes of the Shoshonean linguistic group. Paiute occupation of this portion of the Great Basin is thought to date back to 1,000 A.D. Semi-nomadic, the Paiute subsisted on game, plants and seeds, particularly the pinyon pine nuts. Their camps or villages were located in the Owens Valley along streams where the land was more productive. There is evidence that the Paiute practiced a form of irrigation by diverting water from the mountain streams to seed lands. The Bishop area was one of the principal Paiute settlements, probably due to the overall productivity of the areas water and soil resources.

Due to the long term, intensive occupation of the Bishop area by the Paiute, the entire area should be considered an archaeological-historic resource area. Much scientific information could be gained by the preservation of significant archaeological resources. The mitigation of impacts to archaeological resources range from recording the location and presence of the site to complete excavation and the cataloging of all artifacts found at the site. In some cases projects may be either redesigned or delayed while the necessary recovery work is being performed. The preservation of archaeological resources need not prevent construction or development in all but a very small fraction of situations. Rather than stop the project, mitigation measures can be incorporated to assure the preservation and/or recording of the resource.

The key to the preservation of archaeological resources rests with the early involvement of a professional archaeologist to determine presence and significance and to guide appropriate mitigation measures. Guidelines should be provided by a certified archaeologist to establish appropriate mitigations for any identified site.

Present Cultural Groups

The Owens Valley Paiutes, descendants of prehistoric peoples, have an abiding interest in cultural resources. The past conflict over the East Bishop recreational lake points out the need to involve the Indian community in these kinds of issues. It is in this area that scientific interest in study and examination clash with Indian attitudes, beliefs and desires to preserve their own cultural values. In this regard the Bishop Commercial Development Committee contacted the Indian community about the areas held by present day Paiutes and which should be avoided. A football shaped area with a northwest-

southeast axis was identified, centered on or about the Bishop Airport was identified as a former winter village-burial ground and as such "sensitive" to present day Paiutes. Subsequent archaeological investigations performed in conjunction with the Airport Master Plan confirmed the existence of numerous sites within this area including a significant site south of the Airport. A means for Indian community involvement should be included in County policy on archaeological resources. Present Paiutes occupy an 880 acre reservation located in the center of the planning area.

Historical

Although settlers had passed through the Bishop area for nearly twenty years, it wasn't until Samuel A. Bishop established the St. Francis Ranch in 1861 that Bishop came to be settled. Both Bishop Creek and the City take their name from Mr. Bishop who left Inyo County shortly after establishing his ranch. While mining was the dominant economic activity in the rest of the County, Bishop was settled by cattle and sheep ranchers exploiting the grasslands on Bishop Creek's alluvial plain. The City of Bishop, incorporated in 1903, became the commercial center of an agricultural economy which became more diversified as the area's water resources were developed and applied to the land. With the City of Los Angeles DWP purchase of Valley ranches for water rights, local agriculture declined and so the population. Today Bishop is the eastern Sierra's largest urban community with an economy based on tourism, recreation and mining.

Bishop contains several places and artifacts of its past. These include the site of Laws, Owensville, the site of the St. Francis Ranch, the former Calelectirc power plant (SCE's plant six), and the silos and rows of trees which mark the site of former ranches. The Barlow home on Barlow Lane could also be included in this category along with the remanent of the grading for the "Apple Railroad" once contemplated as a means of economically delivering produce to the Laws depot from Bishop.

7. Climate-Air Quality

Located in the "rain shadow" of the Sierra Nevada, the climate of Bishop is considered arid. Although influenced by its inland location, the climate of the Owens Valley is considered "Mediterranean" with precipitation occurring in the cooler portion of the year. Winter storms originating in the Gulf of Alaska encounter the Sierra Nevada range, which acts as a moisture barrier. Having deposited precipitation, these air masses become compressionally heated as they descend the eastern slope. This descending air absorbs additional moisture, thus assuring the eastern side of the mountains of an arid climate.

Long term precipitation records indicate that Bishop receives an average of 6.3 inches annually. Approximately 80 percent of this precipitation occurs between the months of November and April. Although nearly 100 percent of the precipitation in the Sierra Nevada is in the form of snow, only 25 percent of the precipitation received by the planning area is in the form of snow. Seasonal and diurnal temperatures tend to be extreme. Bishop has an average annual temperature of 56.0* F with an average July maximum of 98.6*F and an average January minimum of 18.2*F. Daily temperature ranges of 40* to 50* F are not uncommon regardless of season. Despite relatively high summer daytime temperatures, thermal losses from the sparsely covered, highly reflective rock-soil surfaces, combined with the thinner air at this altitude produce cool night

temperatures. Winter temperatures are influenced by cold, dense air which collects in the mountain valleys and flows into the Owens Valley creating an inversion condition in the late night, early morning hours. Sunlight striking the valley floor quickly reverses the inversion condition. Relative humidity tends to be low throughout the year.

Strong, persistent winds of 35 knots or greater occur in the Owens Valley, particularly in the Spring and Fall months. Airport wind records indicate that westerly winds are typical except during storms when northerly or southerly winds are common. Daily wind variations are common in the summer months when differential heating on the desert and valley floor creates thermal updrafts and accompanying local winds.

The air quality of the Owens Valley and eastern Sierra region is generally good. Air quality monitoring, however, has been very limited. Sampling by the Great Basin Unified Air Pollution Control District indicates that State and Federal standards tend to be equal or exceeded during Summer months when large scale stable air closely follows a windy period. Spring and Fall winds also generate considerable particulate material around Owens Lake. Major sources of particulates are thought to include the Owens Lake bed, barren portions of the valley floor, mining operations, construction activities and automobiles. The use of woodburning stoves for heating purposes also adds to Winter air quality levels.

The maintenance of the irrigated agriculture adjacent to the developed portion of the community helps moderate the hot summer climate through the cooling effects of evapotranspiration processes. Protection from the cold winds of spring and fall could be provided by the wind break as suggested earlier. Significant vegetation changes will likely result in additional particulate air pollution. As a result the existing, adapted native plant communities should be preserved as a means of maintaining air quality. In addition the county should continue to work with the Great Basins Air Pollution Control District to control major particulate sources both within the planning area and from outside the area.

State Energy Commission records indicate that Bishop has an average annual degree day heating requirement of 4,275 (Degree day is a unit, based upon temperature difference - 65° F and time used in estimating fuel consumption and the nominal annual heating load of a building.)

Coastal areas of the State, by contrast, have annual degree day requirements of 2800-3200. Inyo County in general has an abundance of solar resources, which could meet a substantial portion of this heating requirement. Inyo County receives an annual average of 3500 hours of solar energy (nearly 9 1/2 hours per day). The Subdivision Map Act was recently amended to permit the establishment of solar easements which assure that each dwelling has access to sunlight for both passive and active solar energy application. Consideration should be given to this environmental resource.

IV. CONSERVATION/OPEN SPACE NEEDS

A. Preservation of Natural Resources

It is imperative that the natural resources of the City and surrounding area, including water, plants, and animals be protected from urban encroachment. The Owens Valley's many habitat areas are susceptible to depletion from the activities of people. However, through the mechanisms such as the Bishop General Plan and the Inyo County General Plan, it is possible to assure that precautions (policies) will be utilized to minimize the impact of human activity on the natural environment.

In Bishop, sensitive habitats, such as the riparian woodland, are currently protected from urban development within the City through the establishment of an open space corridor. Only passive recreational activities that are controlled will be allowed to occur in those areas. This policy will allow for the preservation of natural open space resources such as Bishop Creek for generations.

B. Conservation of Non-Renewable Resources

The consumption of non-renewable natural resources which may occur within and outside the City of Bishop planning area is of concern, especially regarding the implementation of land use policies which may tend to increase rates of consumption of those resources. There are virtually no consumptive natural resources found in the City of Bishop. Most of these resources are imported to the area. The use of wood for heating and cooling represents the most significant local natural resource consumption, but is not considered to be of major concern.

Goals, policies, and actions contained in this element, as well as in the land use and circulation element are intended to minimize the depletion of non-renewable natural resources. Recycling of renewable natural resources such as paper, glass, plastics, and metal is also encouraged by the City's goals and policies. A comprehensive recycling program should be developed to properly reuse renewable materials.

C. Protection of Life and Property

Protection of life and property from natural hazards is an important component of the Conservation and Safety Elements. Policies guiding development to locate in areas that are not prone to natural disasters will minimize the potential for property damage and physical injury. The Safety Element will further detail how the City will respond to natural disasters through an emergency preparedness plan.

D. Preservation of Good Air Quality

Maintaining good air quality one of the most important responsibilities of private and public agencies. Buildout of the General Plan land use policies will not significantly alter the existing air quality levels, although emission levels will increase slightly during the planning period. Conformance and cooperation with the Inyo County Air Quality Plan is necessary to accomplish the desired goal of maintaining good air quality levels.

E. Preservation of Scenic and/or Open Space Resources

Although the City of Bishop contains only a fraction of the scenic and open space resources inherent in the Owens Valley, the preservation of those resources is a high priority. The preservation of open space surrounding the forks of Bishop Creek is the single most effective measure available to the City to conserve the resource. Most of the other natural resources of the area are located outside of the City, thus limiting its control of conservation measures. However, the City will assist in whatever means necessary to preserve those resources identified in this General Plan and the Inyo County General Plan.

V. GOALS, POLICIES & ACTIONS

The following goals, policies, and actions have been derived from the previous Bishop General Plan, the Bishop Community Plan, and the 1984 General Plan Amendment. They are intended to preserve the areas natural, scenic, unique, fragile, and historical resources to the greatest benefit of present and future residents and visitors of the City.

The primary goal of this element is summarized below:

The unique natural setting of the Bishop area is a significant element in the quality and way of life for the residents. The mountains, streams, wildlife and vegetation of the area and region not only contribute to the quality of life but form the basis for the recreation oriented local economy. The protection and enhancement of these environmental resources is therefore an important goal of this plan. Protection of the public from natural hazards, the public enjoyment of scenic resources, public recreational opportunities and the management of the area's environmental resources are also goals of this plan.

A. Goals

- To minimize urban sprawl in the surrounding region by concentrating urban development within the designated areas of the City as outlined in the land use and zoning elements.
- To preserve the vegetation, wildlife, plant communities, wildlife habitat, and important ecological areas within the City, and surrounding areas as designated in the land use and zoning elements.
- To conserve, protect, and enhance unique natural resources within the City of Bishop and surrounding region.
- To preserve and protect endangered or threatened plant and animal species.
- To preserve the existing air quality of the Bishop area.
- To insure that the productive resources, including water resources, are not allowed to deteriorate due to misuse, overuse, or abuse.
- To protect the scenic historic resources within the City and surrounding area.

- To protect the cultural and historical resources that form Bishop's heritage for the enjoyment of the present and future population.

B. Policies

- The City shall require appropriate mitigation measures to protect any rare, threatened, or endangered plant and animal species.
- CEQA environmental review processes shall be utilized for all new development projects to identify and mitigate the potentially significant impacts to the City's natural resources.
- The City shall require referral of proposed development projects located in sensitive resource areas to the Department of Fish and Game for their review and comment.
- The City will cooperate with governmental agencies, private groups, and individuals in the preservation and enhancement of the Owens Valley's natural resources.
- Maintain a buffer or setback of 50 feet from Bishop Creek measured from the stream. Developed areas on private lands are excluded from these setback provisions. However, development is discouraged in such areas.
- The natural vegetation and habitat along the existing canals and ditches should be maintained and preserved. Channelization of streams and ditches should be considered only when the public health and safety is threatened.
- The City shall cooperate with the Lahontan Regional Water Quality Control Board in protecting the water quality of the Bishop aquifers.
- The City shall encourage the undergrounding of existing overhead utility lines. The undergrounding of utilities in new construction shall be required to the maximum extent feasible.
- Trees located along roadways should be preserved or replaced if maintenance requires their removal. Similar landscaping should be considered in conjunction with the development of additional roads.

C. Actions

- Assist in the coordination of sub-regional efforts for air quality monitoring and planning.

Responsible Agency: Planning Department/Public Works

- Develop a list of actions that employers and citizens can use to assist in air quality improvement.

Responsible Agency: Public Works (Bishop); Inyo County

- New developments have the opportunity to incorporate pollutant reduction measures into project design. By conditioning projects to address air quality measures, the City can feasibly meet future pollutant reduction targets at reasonable economic costs.

Responsible Agency: City of Bishop; City Council; Planning Commission

- Continue to monitor the water quality of the existing well systems according to Department of Health Services standards, assuring that high water quality standards are maintained.

Responsible Agency: City of Bishop; Department of Health Services

- Develop and implement a comprehensive parks, recreation, and open space plan that coordinates the active and passive open space parks areas, including Bishop City Park, neighborhood parks, and open space areas along Bishop Creek.

Responsible Agency: Parks Commission; Planning Department

- Identify potential natural resources which may occur within the planning area and conserve and protect those resources which may have substantial value to residents.

Responsible Agency: Public Works

- Review proposed development projects for sites that may have potential archaeological significance and require a survey by a licensed archaeologist, who can designate appropriate mitigation measures if necessary.

Responsible Agency: Public Works; Planning Commission

- Acquire and maintain current information concerning County, State, and Federal ordinances, codes, laws, and studies in the area of biological resources. This information should be available for public use.

Responsible Agency: Department of Fish and Game; Planning Department

Chapter Ten
SAFETY

Chapter Ten - Safety**Table of Contents**

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Summary	1
B. Purpose	1
C. Authorization	1
II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS	1
A. Issues	1
B. Opportunities	2
C. Constraints	3
III. EXISTING CONDITIONS	3
A. Seismic Hazards	3
1. Inyo County Surface Faulting	3
2. Groundshaking	3
B. Flood Hazards	4
C. Fire Hazards	5
D. Hazardous Waste	6
IV. PUBLIC SAFETY NEEDS	6
A. Fire Protection	6
B. Police-Public Safety	8
C. Airport Safety	8
D. Propane and Flammable Materials Storage	9
E. Hazardous Waste	9
F. Resource Recovery	9
G. Solid Waste Disposal	10
H. Disaster Preparedness	10
V. GOALS, POLICIES & ACTIONS	11
A. Goals	11
B. Policies	12
C. Actions	12

General Plan for The City of Bishop
Chapter Ten - Safety

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
---------------	-------------

List of Tables

<u>Table</u>	<u>Page</u>
10-1 Fire Department Equipment Bishop Fire Department	7

Chapter Ten

SAFETY

I. INTRODUCTION

A. Summary

Within the City of Bishop, a limited amount of development activity will take place over the course of the planning period. As development does occur, or redevelopment of existing areas occurs, there is a potential need for associated public safety considerations. The Safety Element is intended to focus on those considerations. The public safety issues which must be addressed within the element include; flooding, seismic safety, fire hazards, hazardous materials, crime prevention, traffic safety, aircraft safety, and disaster preparedness.

B. Purpose

The purpose of the Safety Element is to reduce loss of life, injuries, and damage to property resulting from natural and man-caused public safety hazards. The Safety Element addresses the full scope of potential hazards facing the City of Bishop. The element is a compilation of the Seismic Element and the Safety component of the Services-Safety Element. It is designed to identify areas where private and public decisions on land use need to be responsive to potentially hazardous conditions. It further serves to inform individuals, firms, and public agencies of Bishop's policies regarding the type of land use permitted, how and where to build public facilities, and what types of services should be provided.

C. Authorization

California Government Code Section 65302(i) requires each city and county to include within its General Plan a Safety Element which promotes the protection of the community from flooding, earthquake damage, fires, crime, traffic and aircraft accidents, and other identified hazards that may be present in the planning area.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

The primary issues relating to the health, safety, and welfare of the residents and visitors of the City of Bishop are summarized below:

- **Seismic Safety.** The City of Bishop is located in a seismically and geologically active portion of California, indicating the potential for a seismic event during the planning period. The Fish Slough Fault is situated between the eastern City limit of Bishop and the Bishop Airport, creating the potential for an earthquake that could result in property damage, injury, or loss of life.
- **Flood Potential.** The City of Bishop is situated in a low-lying portion of the Owens Valley, which makes many areas in and around the City to be susceptible to periodic flooding. The planning area's flood problems tend to be localized, most often occurring in the areas adjacent to the forks of the Bishop Creek and major canals of the area.
- **Geology/Soils.** The topography within the City is relatively flat, decreasing the potential for serious erosion to occur. Disturbance of the soil due to increased development activity could have an impact on the air quality and drainage.
- **Hazardous Waste Transportation.** The City of Bishop is bisected by U.S. Highway 395 and U.S. 6 which are major truck routes between southern California and the rest of the country. Many hazardous waste materials are transported on Highway 395 and could affect local residents and the environment should an accident occur.
- **Fire Hazards.** Fires present a potential threat to property and residents of Bishop. Structure fires present the most significant threat within the City, but wildland fires can also occur within the planning area.
- **Crime.** As the City of Bishop grows over the span of the planning period, it will be exposed to various aspects of crime. In order to assure that a safe living and working environment is sustained, adequate police services must be incorporated into City structure.
- **Emergency Preparedness.** In the event of a major catastrophe occurring within the City or region, it is necessary for the City to provide a plan of action to respond effectively to such disasters. An emergency response/preparedness plan should be developed to maximize the safety of residents in case of such an emergency.

B. Opportunities

- The City already has a comprehensive public safety department in place that can respond to various emergency situations as they occur.
- Many state, federal, and county agencies are located in Bishop, providing additional support to the City of Bishop in response to local and regional emergency situations.
- The City is relatively small, thus reducing the response time necessary for most emergency services.
- Flat topography minimizes the threat of erosion within the City and adjacent areas.

C. Constraints

- Increasing traffic congestion on the major arterials in the City is increasing the potential for a hazardous waste spill, especially in the downtown corridor.
- Potential seismic activity and resulting risk to life and property is generally high within the Bishop area.
- The potential for wildfires is significant in the riparian woodlands along the forks of the Bishop Creek.
- Police, fire, and emergency service facilities must be upgraded if new development is implemented within the City.

III. EXISTING CONDITIONS

A. Seismic Hazards

The entire eastern Sierra Region is seismically active; capable of producing earthquakes. Induced ground acceleration is likely to occur throughout the region. High construction standards provide the greatest protection for structures located along the fault zone, although no known construction techniques can protect structures from damage. Thus, the best form of protection is to avoid locating dwellings and other critical structures on fault zones. The Fish Slough Fault is the only known active fault within the planning area.

1. Inyo County Surface Faulting

Evidence places the Fish Slough Fault zone south of Bishop, extending north to the Benton area. This fault zone traverses between the City limits of Bishop and Bishop Airport. Trenching in the Bishop area indicates a vertical fault displacement ranging from three to six feet (Envicom, 1976). The fault displacement in the Fish Slough is more dramatic with a vertical displacement ranging from at least 300 feet of caprock composed of Bishop Tuff, extending some two miles long by one third of a mile wide, to break into three blocks. These blocks are approximately 400 feet in elevation between the upper and lower ends of the blocks. Further slipping and tilting is possible and may occur in the event of a sizeable earthquake. (California Department of Water Resources, 1964).

There are numerous lineaments running through the City of Bishop and its environs. Three of the lineaments have been trenched; two of them have proved to be faults and are assumed to be branch faults from the Fish Slough Fault. The other lineament, which traverses through the grounds of the Northern Inyo Hospital, has been identified as an abandoned stream channel.

2. Groundshaking

Ground shaking has been the primary cause of property damage, death and injury in past earthquakes. The greatest threat to people and property during ground shaking is from

those structures that do not conform to the current Uniform building Code relative to earthquake loading.

The Owens Valley is a basin surrounded by mountain ranges where alluvium has been deposited by fluvial action (stream). Water runoff velocities have been sufficiently slow to allow accumulation of silts and fine sands on the valley floor. The ground water under the valley floor is shallow enough to suggest potential liquefaction problems.

Mat or floating foundations, which are designed to provide continuous support to a structure and minimize differential settlement, are examples of modern engineering technology. Pile or caisson foundations can be drilled through the suspected liquefaction prone sedimentary layer and anchored on bedrock or firmer sedimentary layers.

The initial cost, planned use, and type of structure dictate whether these technologies are economically and/or technically feasible. In the case of a subdivision, the costs of these modern foundations are probably prohibitive.

Land possessing a potential for liquefaction should be reserved for uses such as open space, conservation, agriculture, outdoor recreation or low density residential development.

It is therefore recommended that a site-specific preliminary soils report, prepared by a civil engineer registered by the State of California, be required for development of future high occupancy and/or public facilities if the proposed site may be prone to liquefaction. This report should assess the potential for liquefaction induced ground failures and make recommendations to mitigate this seismic hazard. In cases where it is not possible to mitigate the hazard to the level appropriate to the intended land use, permits for the proposed development should not be approved.

Although a soils report may not be required on applications for building permits for non-critical facilities, applicants should be informed of the potential hazard and encouraged to consult a qualified professional. The file on site-specific soil reports should be made available for public review.

Continued agricultural open space use of the lands in the fault zone combined with the implementation of the policies of the Inyo County Seismic Safety Element should provide public protection commensurate with the risks associated with seismic events in the planning area.

A detailed disaster preparedness plan has been developed by the City to be implemented in the event of a major disaster, including earthquakes. The plan is outlined later in this element.

B. Flood Hazards

The Owens Valley's alluvial fans and alluvium are products of stream deposition, particularly of floods. Continental climatic conditions combined with high mountains which intercept moisture bearing air masses create an environment conducive of repeated floods. There are two seasons during which the probabilities of flooding increase. Late Spring to early Summer is a period when the danger increases from rapid snow melt. Late Summer to early Fall, the

threat comes from snow melt combined with a tropical storm, occurring at a time when the reservoirs on Bishop Creek are full.

The Owens River, regulated by Crowley Lake, poses little in the way of flood hazard, particularly to the developed portions of the community. Flooding along the Owens River will be confined to agricultural-open space land adjacent to the banks of the river. Considerable elevation and distance separates the river from the developed portion of the community. Bishop Creek presents the City and surrounding area with its greatest flood potential. Power reservoirs and a partial bypass constructed after the 1969 flood reduce the possibilities of full scale flooding. Each of the forks of Bishop Creek have channel capacities of approximately 350 cfs with the bypass providing an additional 250 cfs for a total capacity of approximately 1,000 cfs before flooding would occur. However, without continued maintenance, flood debris can significantly reduce channel capacities permitting lesser volumes of water to produce flood damage. The bypass, a straight line diversion connected to the C-drain north and west of the community, is not uniform in its channel capacity. Once north of US 395, the water tends to pond and sheet flow to the east as a result of inadequate capacity. One source of ponding has been alleviated with the installation of a new culvert at the Dixon Lane crossing. The capability exists to divert water south of the community through the Owens River channel. However, there is some concern over flooding along this channel as a result of structural problems.

The planning area's most significant flood problems tend to be localized, most often occurring in the low lying locations adjacent to the forks of Bishop Creek and major canals of the area. The potential loss of access to various residential areas is also a significant flood related problem. Many of the planning area's major streets cross one or more of the forks of Bishop Creek.

Existing development and private land situated adjacent to the forks of Bishop Creek effectively preclude flood plain zoning, agricultural-open space retention or other non-structural approaches to flood hazard reduction. Improved flood hazard reduction in the planning area requires completion or improvement of the C-drain bypass and regular channel maintenance.

C. Fire Hazards

Fires can be divided into two categories; structural and wildland. The former involves fire prevention through code enforcement and protection through adequate water storage, hydrants and appropriate fire department response. Structural fires and their prevention-protection will be addressed in the Safety Element of this plan. Wildland fires are the principal focus of this section. Wildland fire reduction involves prevention and protection with an emphasis on the latter.

Wildland fires their occurrence and frequency are directly related to three factors: climatic conditions, slope and fuel loading. High temperatures combined with low humidity during summer months produce extreme fire conditions. Slope plays a role by the relationship between fire, rising hot air and fuel; the steeper the slope, other conditions being equal, the greater the hazard. Fortunately, the planning area's relatively flat topographical position helps reduce the fire hazard potential. Of these factors, fuel loading is the most significant for the planning area. Fuel loading ranges from virtually nothing to as much as 36 tons/acre for the riparian woodland areas as a result of substantial tree and brush growth. Figure 53 depicts the relative wildland fire hazard potential for the planning area.

The high wildland fire hazard potential found along the Owens River and Bishop Creek riparian woodland corresponds to the areas most often utilized for recreation. Consequently, the area with the highest wildland fire potential coincides with the area of greatest risk in terms of exposure to fire. The California Department of forestry has the primary responsibility for fire protection although Bureau of Land Management and United States forest service assistance is available through-cooperative agreement. response time to the high wildland fire hazard areas is estimated at from 5 to 15 minutes. Overall the retention of these areas in agricultural-open space uses is perhaps the most effective means of life and property loss reduction. A more organized, safety conscious approach to the recreational use of the Owens River as suggested in the Outdoor Recreation Section would help to reduce the fire potential without diminishing recreational use of the Owens River and riparian areas.

D. Hazardous Waste

The City of Bishop is bisected by Highway 395, which is a major truck route between southern California and Canada. Many hazardous waste materials are transported on Highway 395 and could affect local residents and the environment should an accident occur.

IV. PUBLIC SAFETY NEEDS

A. Fire Protection

Two distinct but interrelated departments provide fire protection services in and around the City of Bishop. The City of Bishop Fire Department provides fire protection service within the City limits. The Bishop Rural Fire Protection District serves the unincorporated areas surrounding the City. Although separately funded, the two entities are organized and effectively operate as one fire department, providing mutual aid within the Bishop area. Staffed by volunteers under one appointed Fire Chief, the Bishop Fire Department is highly regarded within the State.

Manpower for the Bishop Fire Department is provided by 52 volunteers, one paid part time/permanent staff, and the Fire Chief. The Department has a substantial amount of equipment at its disposal, ranging from rapid response mini-pumpers to semi-truck tankers. A list of this equipment is provided in Table 10-1 and includes both the City's equipment and that of the Rural Fire Protection District.

The City Fire Department's station is located at 209 West Line Street. The Bishop Rural Fire Protection District has two stations. One is located in West Bishop at 2300 West Line Street adjacent to the County maintenance center and the other is located at 2190 North Sierra Highway. The Fire Chief indicates that the Department has emergency vehicles rolling within one minute of an alarm, with a maximum response time of approximately 5-8 minutes for areas in or adjacent to the City of Bishop. Highly trained and effective, the Fire Department is largely responsible for insurance ratings of four within the City of Bishop where hydrants and fire flows are adequate. In the surrounding unincorporated area the insurance rating averages a rural 8, since there are few systematic fire hydrants or adequate fire flows.

Although structural fires originate from many causes, chimney fires and fires resulting from the disposal of hot ashes account for the greatest number of fire calls. Enforcement of codes

relating to chimney screening, combined with periodic chimney cleaning and inspection could reduce these types of fires. Experience indicates a need for a uniform and systematic hydrant/water storage policy.

Table 10-1 Fire Department Equipment Bishop Fire Department			
Engine #1	1,000 GPM	500 GAL	Telesquirt
Engine #2	500 GPM	120 GAL	Aux Light Truck & Lighting
Engine #3	750 GPM	500 GAL	Pumper
Engine #4	750 GPM	1,000 GAL	Pumper
Engine #5			Heavy Duty Rescue
Engine #6	1,000 GPM	500 GAL	Pumper
Engine #7	100 GPM	150 GAL	Quick Attack
Engine #8			Light Duty rescue
Engine #9	750 GPM	3,600 GAL	Water Tender
Engine #10	250 GPM	265 GAL	Quick Attack
Engine #11	Chief's PU		Utility Truck
Engine #12	650 GPM	2,000 GAL	Water Tender
Engine #14	450 GPM	3,000 GAL	Water Tender
Engine #15	500 GPM	5,000 GAL	Water Tender
Engine #OES160	1,000 GPM	900 GAL	Pumper
Rural Fire Protection District			
Engine #R-1	1,000 GPM	1,000 GAL	Pumper
Engine #R-2	500 GPM	500 GAL	Pumper
Engine #R-3	250 GPM	250 GAL	Quick Attack
Engine #R-4	750 GPM	1,500 GAL	Pumper
Engine #R-6	750 GPM	3,500 GAL	Water Tender
Engine #R-7	150 GPM	280 GAL	Quick Attack
Engine #R-8	1,250 GPM	800 GAL	Pumper

In many instances, ladder heights could restrict the ability of the Department to adequately fight fires in structures over two stories in height. Consideration must be given to establishing height limitations consistent with the Department's capability. The unsystematic water resources development has resulted in a lack of fire hydrants and reduced fire flows in some areas. Fortunately, the district can take water from creeks, ditches, ponds, pools or transport it when necessary. Implementation of policies designed to require connection to or creation of community water systems over individual wells would help to alleviate this problem. Long-range planning may ultimately require remedial, retrofit programs to adequately provide fire hydrants throughout the area. As an intermediate measure, the Fire Department has installed a water storage tank in the Laws area where there are no hydrants for fire fighting purposes.

Chief Phil Moxley indicates that the Department has both the manpower and equipment to adequately provide fire protection for the land use patterns of the General Plan. This assumes that the expansion areas (designated in the 1984 Amendment) are provided with appropriate fire hydrants and fire flows and the present facilities/equipment deficiencies are remedied. Chief Moxley believes that the volunteer staff can be supplemented from within the community as growth occurs according to land use policies.

B. Police-Public Safety

Police protection services within the City of Bishop are provided by the Bishop Police Department. The Inyo County Sheriff's Department provides service in the unincorporated areas surrounding the City.

The Bishop Police Department is staffed with the following personnel:

- 1 Police Chief (Fred Coburn)
- 1 Lieutenant
- 4 Sergeants
- 2 K-9 Units with a total of 7 Patrolmen
- 1 Traffic Officer

In addition to the 14 full time officers on the force, 11 reserve officers are available on an as needed basis, complementing the Department's 24-hour police protection for the residents of the City. The Police Station is located adjacent to the Fire Department, as part of the City's civic center complex. The Police Department responds to approximately 5,000 calls annually, with 75 to 80 percent of arrests being alcohol-related.

The Inyo County Sheriff's Department provides additional police protection for the unincorporated areas surrounding the City and throughout the Owens Valley. A Sheriff's substation is located in the Clark Wing of the Bishop City Hall. The Bishop area is staffed by 11 full-time officers, 2 detectives, and 15 reserves. Disturbing the peace calls are among the most common types of problems dealt with by the Inyo County Sheriff's Department.

Using the standard of two full-time officers per 1,000 population as recommended by the National Association of Police Chiefs and California Peace Officers Association, the current staffing levels are adequate to meet the need. Based on buildout of the land use plan the Bishop Police Department would require a total of 24 full-time officers. Based on the NAFC and CPOA standards, the Sheriffs's Office will require a total of 16 full-time officers under buildout conditions of the City's land use plan.

C. Airport Safety

The Comprehensive Airport Land Use Plan for Inyo County, specifically referring to the Bishop Airport Master Plan contains a thorough analysis of the existing and proposed airport operations with respect to safety. The CLUP indicates that the Bishop Airport has no major "obstructions detrimental to safe flight operations" and complies with FAR Part 77 regulations. The Airport Hazard Zone, requiring FAR Part 77 regulations that insure the airport will remain free of obstructions is incorporated into the Master Plan. All approach surfaces are also free of obstructions except for fences which can be relocated and trees that in time will require trimming.

The land use plan designates areas in the northeast corner of the City as commercial, light industrial, open space, office/professional, and Public Facility (the Tri-County Fairgrounds) which are situated beneath the approach surface to runway 07. The infrequent use of this runway combined with the distance from the clear zone reduces the hazard to people and/or noise exposure to levels of insignificance. These types of uses are often recommended for approach surfaces in-lieu of residential land uses. The areas between the City and the runway

07 clear zone which fall within the year 2010 65+ CNEL noise contour are designated as agricultural, recreational and natural resource use, further insulating the public exposure to airport hazards. The Master Plan contains a schedule of planned improvements and programs aimed at improved navigation, safety and crash response for aviation use of the facility. Overflights within the urban areas are discouraged by informing the pilots of the potential noise nuisance and hazard. The Inyo County ALUC is required to assure that policies and programs are developed in the Master Plan that adequately provide for airport safety, both for users and those on the ground.

D. Propane and Flammable Materials Storage

The major suppliers of propane to vendors in and around the City store the propane in pressure tanks in a common location approximately one half mile south of the City of Bishop, east of US 395. Although the Schober Lane Campground, KIBS studio and the Bishop Golf Course are located within a quarter mile of the storage area, it is nevertheless sufficiently isolated from the remainder of the community to provide considerable safety. Additional flammable materials, (i.e. bulk fuel storage, compressed gas, etc.) should be similarly situated or located in the industrial areas. This type of storage shall be permitted only when approved by the Fire Department.

E. Hazardous Waste

According to State law (AB 939), the preparation of an Integrated Waste Management Plan must be accomplished by local agencies which focuses on the transport, handling, and storage of hazardous materials. The emphasis of the IWMP is placed on residential (household) waste and materials generated by small businesses and light industry. The Source Reduction and Recycling Element of the IWMP requires a 25% reduction (by volume) of solid waste dumping by 1995 and a 50% reduction by the year 2000.

There are no Class I hazardous waste disposal sites in Inyo County and no major waste generators in the City or in the county. Hazardous wastes produced by automotive repair shops constitute the primary source of hazardous waste material. There is currently a program for collection of these materials established by a Reno-based company who makes regularly scheduled pick-up of waste oil.

Abandoned dumps throughout the region are of concern to the CIA branch of the Integrated Waste Management Board. The Board is currently in the process of preparing an inventory of such sites with an analysis of each site. This analysis will determine how each site must be handled in order to assure the public health and safety.

F. Resource Recovery

Since the state requires a reduction of solid waste in the near future, part of the Integrated Waste Management Plan outlines a program for the collection of recyclable materials, such as paper, plastic, glass, aluminum, and others. The relative isolation of the Bishop community from major industrial centers makes resource recycling very costly to undertake. However, a program for the pick-up of such materials is being developed which will involve a regional collection system. This system will rely on private industry to make regularly scheduled pick-up of recyclable materials in the Bishop area, as well as other designated locations throughout

Inyo County. These materials will be delivered to a recycling center either in Reno or southern California.

Presently, there are Resource Recovery Bins available at the Bishop Sunland Landfill for several recyclable materials. These materials include:

- washers/dryers
- scrap metal
- aluminum
- newspaper
- cardboard

There are buy back centers in Bishop which collect plastic containers, but plastics are not accepted at the recycling bins.

G. Solid Waste Disposal

The City of Bishop is serviced by the Bishop Waste Disposal Company, who collects refuse from residents of the City and surrounding area at a charge. A 1/2 cent sales tax within Inyo County is incorporated into the general sales tax that is used to maintain and operate the landfill sites. The refuse from the City of Bishop is taken to the Bishop/Sunland Landfill located approximately 2 miles southeast of the City. The landfill, according to waste management officials, has a life expectancy of approximately 15 years. However, if solid waste reduction goals are achieved, the expectancy could reach 20+ years. No other landfill sites have been identified as yet to provide for future solid waste disposal.

The landfill accommodates approximately 105 cubic yards per day (60 tons) from greater Bishop area. This includes all types of refuse, including residential and commercial. The fees for commercial use of the landfill are as follows:

- Contaminated Soils: \$5.00/cu yd
- Asbestos Disposal: \$2.00/cu yd (min. \$25) and must be triple bagged
- Waste Oil: \$.50/gal

There are no other fees for disposal at the landfill site due to the implementation of the sales tax allotment for waste management.

H. Disaster Preparedness

The City of Bishop, in response to natural and man-made disasters has developed a comprehensive disaster preparedness plan. The Bishop Emergency Response Plan is available at the City Administrative Center or through the Bishop Police Department. It identifies the roles and responsibilities of governmental agencies in case of floods, fire, earthquakes, volcanic eruption, and hazardous waste spills. The purpose of the plan is to prepare the citizens of the City of Bishop, the various departments of the City, and other public agencies to respond to emergencies so that potential injury to persons and loss of property might be minimized.

The City must plan for the worst case scenario and be prepared for such an event. Anything short of the worst case can be easily dealt with in the recovery stage. The City Council of Bishop recognizes that in any emergency, prompt, effective and coordinated response to the emergency is essential to protect life and property. The City of Bishop participates in a Multi-Agency Incident Command System. This ICS involves the County of Inyo, City of Bishop, California Highway Patrol, California Department of Transportation, U.S. Forest Service, U.S. Bureau of Land Management, Los Angeles Department of Water and Power. The Mayor and City administer the responsible contracts for coordination within the ICS. In the event of any major incident, the ICS responds to the Secondary EOC where the coordinated response is handled.

Key facilities that shall be utilized in the event of such an emergency to assist and treat disaster victims include:

- **Primary Emergency Operations Center:** Police Department, 207 West Line Street, Bishop
- **Secondary Emergency Operations Center:** U.S. Forest Service, 871 North Main Street (Dispatch Center), Bishop
- **Mobile Emergency Operations Center:** High ground near Sunland and Gerkin Roads
- **Mass Care Centers:** Civic Auditorium, 377 West Line Street, Bishop; High School gymnasiums in Independence, Lone Pine, and Big Pine

The above facilities constitute a resource system to be employed to the extent necessary for the particular emergency that exists. Reference to the specific emergency such as flooding or volcanic activity to determine the proper facility of use is included in the Plan.

V. GOALS, POLICIES & ACTIONS

A. Goals

- To preserve and protect the overall health, safety and well being of the community's residents, businesses, and visitors.
- To minimize potential hazards to public health, safety, and the well being of the community resulting from natural and man-made hazards.
- To provide assurance to the community that all solid waste and hazardous materials are disposed of according to all applicable local, state, and federal standards.
- To insure that quality public safety services are provided and maintained for residents of the City and surrounding area.
- To assure that a balance is maintained between growth, development, and the provision of essential public services.
- To provide for an orderly, planned expansion of public safety agencies and services.

B. Policies

- The City's water systems shall be designed and developed to include fire hydrants, storage and fire flows which meet the appropriate standards for the type and intensity of land use.
- The interconnection between major water systems is encouraged to provide backup supplies in the event of an emergency.
- Implement the safety related recommendations for the Bishop Airport Master Plan as they relate to land use development within the City, and coordinate implementation of policies with the Airport Land Use Commission (ALUC).
- Continue to coordinate the City's disaster preparedness plan with the Inyo County Disaster Services Office and periodically update emergency information with the acting public safety officials.
- Assure that adequate staffing, training, and education is maintained for public safety organizations, including police, fire, and public works departments.
- The City will coordinate efforts for the handling and transport of hazardous waste with Inyo County and programs identified in the Integrated Waste Management Plan.
- All development proposed within flood prone areas must incorporate design solutions and strategies to minimize impacts related to flood hazards.
- The City will require all new buildings incorporate earthquake mitigation construction techniques according to the Uniform Building Code.
- The City will encourage citizen participation in a Neighborhood Watch program and the incorporation of building security systems.
- The City shall continue to monitor the traffic safety problems within Bishop, especially along the Highway 395 corridor, and identify measures which will minimize hazards to pedestrians and motorists.

C. Actions

- Adopt a program designed to implement state requirements for the identification and reinforcement of any and all unreinforced masonry buildings.

Responsible Agency: Planning Commission

- Update the Zoning and Building Codes to reflect current seismic information and development standards.

Responsible Agency: City Council, Planning Commission, Building Department, Public Works

- Require special soils and structural investigation for all proposed structures for large scale and high occupancy uses.

Responsible Agency: Planning Commission, Building Department, Public Works

- Review and monitor the City's Emergency Response Plan in conjunction with Inyo County's Disaster Preparedness Plan.

Responsible Agency: City Administrator, Bishop Police, Bishop Fire Department

- Communicate with trucking companies to ensure that the transport of hazardous materials through Bishop occurs in off-peak hours in order to minimize potential accidents or spills.

Responsible Agency: Bishop Fire Department, City Administrator

- Develop an information program to familiarize citizens with seismic risk and develop seismic awareness and preparedness program.

Responsible Agency: Public Works, Bishop Fire Department, Building Department

- Require, as part of the development review process, improved lighting for parking areas, buildings, and open space areas.

Responsible Agency: City Council, Planning Commission, Public Works

- Require hydrology studies for all development proposals which are located within the potential flood zones located in the City.

Responsible Agency: Planning Commission, Public Works

U.C. BERKELEY LIBRARIES



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